



all U. S. law. That exception is the grant made by
ley's Section 14(b) to the states in the matter of uni

Section 14(b) states, in effect, that state law more
than federal law, in this one instance, shall prevail. T
condition—that state law less restrictive than federal
prevail—is not permitted by Section 14(b).

Cur even in the same general section of the
14(a), which deals with prevention of collective bargai
for superiors, does not allow the state to modify
statute.

The basic purpose of the commerce clause in the
was to provide uniform regulation of commerce. The
pose of federal labor relations is to set uniform
to promote industrial peace in interstate commerce.

The National Labor Relations Act sets out in its Se
two national problems to which it proposes to apply
national solution. Those two problems it spells out are
brought about by unfair labor practices, and 2) low wages
by inability of workers to organize which in turn
vate recurrent business depressions."

Teamsters to Fight for Repeal of 14(b)

... See page 8



LABOR'S PLACE IN HISTORY

LIKE it or not, labor's place in economic history is the story of following the leader.

Contrary to the propaganda of those seeking to destroy organized labor, it is not unions that wield the power to make decisions that disconcert the economy. Big business makes the decisions. Labor only follows.

This was never better illustrated than in the recent findings by the Senate Subcommittee on Anti-trust and Monopoly which indicate an unparalleled stampede of corporate merger in American industry.

Two hundred major corporations now control nearly 55 per cent of all manufacturing assets in the country. If the trend continues, the corporate giants are expected to control two-thirds of industry by 1975.

Every time a smaller company is swallowed up by a corporate giant, hundreds and sometimes thousands of workers are affected. At no time do they contribute to the decision of whether to buy, sell, or merge.

If the employees are fortunate enough to belong to a union having a strong collective bargaining agreement with the firm that is swallowed by a bigger business fish, then they may have some protections in the form of job security, seniority, and severance language. Too, their health and welfare clauses and their pension benefits can also be protected.

If, however, they lack a union contract, then they are apt to be cast adrift in the foaming sea of unemployment created in the wake of every corporate merger which invariably includes such anticipations as "work force reductions."

Furthermore, in cases where the growing corporate entity plans to completely discard the newly-acquired work force, any severance costs are figured into the sales tag. All mergers are surrounded by a moat of financial insurance.

In neither case, union or non-union, do the people who labor to manufacture, distribute, and market the product have anything to say about determining the constancy and source of their payroll when the merger wind blows. They are chattels on the balance sheet.

Only the stockholders of the companies involved in a merger have a voice. The big stockholders, of course, make the decision. The *Christian Science Monitor* described mergers recently in this fashion:

"The big companies seem to be taking over the little ones. Most of the little ones are delighted. They normally get generous payments, stockholders are benefitted, and the firms may be buttressed economically by belonging to a giant organization.

"What investigators of the (Senate Antitrust and Monopoly) subcommittee ask is whether the economy as a whole is benefitted by possible diminution of competition."

A question meriting equal importance is whether the wage earner and his family benefit from the same diminution of competition. Yet the question is almost never asked by the corporate leaders. It is seldom asked by government.

Unions attempt to answer the question before it must be asked. For this foresight, they are blackly accorded a power by business definition that does not exist.

Power is decision and the worker caught in any merger is not blessed with alternatives. All he can do is follow the employment.

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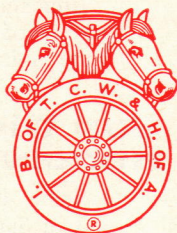
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May, 1965

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**Management Goons Fought
Early Unions with Guns,
Billy Clubs, Bosses' Badge**



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**From
The**



FIELD

Milk Driver Saves Injured Youngster

A 7-year-old boy in Lake Oswego, Ore., is alive and healthy today thanks to the quick thinking of Ron Ridder, a member of Teamster Local 305 in Portland, Ore.

Ridder was making deliveries one day when he noticed a disturbance in front of a house as he approached. Ridder saw a trail of blood leading into the house. He found the family of Paul Schwehn huddled around the boy, trying to halt the bleeding from a jugular cut suffered in a bicycle accident.

Ridder immediately applied pressure to the wound and stayed with the boy as an adult drove them to a physician's office nearby. Paul's father, in a letter sent later to Ridder's employer, said:

"He was able to make an immediate decision and act upon it intelligently—for which we are most thankful."

Teamsters to Rescue After Explosion

Dozens of Teamsters from local unions in Montreal, Canada, rushed to the rescue recently when an explosion demolished an apartment building.

Buried in the ruins were 57 people, mostly women and children. After the debris was cleared away, the death toll was counted at 27 and a like number were seriously injured.

The Teamsters rushed in with cranes, bulldozers, pumps and trucks to remove the rubble. They worked at the scene from 20 to 48 hours and later helped in blood donations.

Taking part in the rescue operation were members from Local Unions 106, 903, 931, and 973.

Two Officers Retire At St. Louis Local

Phil Mooney and Curt Donahue, president and secretary-treasurer respectively of Teamster Local 709 in St. Louis, Mo., have announced their retirement from office.

Mooney, an officer of the local for the past 30 years, joined the affiliate in 1918 at the age of 18 when he was employed as a delivery driver. He was first elected president in 1935.

Donahue joined the old Local 752 in 1919 and was elected secretary-treasurer of that affiliate in 1945. He retained the office when Local 752 merged with Local 709 in 1953.

Local Treats Kids To Puppet Show

Some 1,800 underprivileged children were treated to a special matinee performance of the puppet show, "Pinocchio," recently by Teamster Local 682 in St. Louis, Mo.

The local union bought tickets for the entire theatre which has a total seating capacity of nearly 1,900.

One hundred and fifty of the youngsters walked to the theatre from nearby schools and 28 busloads of children were transported to the theatre from outlying areas.

Unused Ice Boxes Collected in Drive

Thirty members of Teamster Local 544 in Minneapolis recently donated their services in a campaign to pick up unused ice boxes in basements and yards.

The Red Cross promoted the collection of the boxes to remove them as potential death traps to small children. Altogether, 50 ice boxes were taken out of harm's way.

Dewey Copelan Honored At Retirement Dinner

More than 600 friends and well-wishers honored Dewey Copelan, retiring secretary-treasurer of Teamster Local 389 in Los Angeles, Calif., with a testimonial dinner.

Copelan was eulogized by a score of speakers as one of the earliest leaders and founders of the trade union movement in the Los Angeles area.

San Diego Drivers Honored for Safety

Some 42 members of Teamster Locals 542 and 683 in San Diego, Calif., were honored recently by Safeway Stores, Inc., for their safe-driving records.

The records of the drivers—all working in San Diego County—added up to 456 years of accident-free driving.

Thirty Drivers Cited for Safety

Thirty members of Teamster Local 404 in Springfield, Mass., all employed at Grocery Express, Inc., recently were cited for accident-free records in 1964. The company honors safe drivers annually with a luncheon.

Are Employers Snooping, Too?

IF YOU HAVE been following the hearings conducted by Sen. Edward V. Long, of Missouri, you will realize how quickly individual rights are being stolen away and how treacherous are the methods of those who invade our personal privacy.

These hearings, aimed primarily at the snooping practices of the U.S. Post Office Department, have revealed that the mail of individual citizens is being "inspected" as to the sender and any other information on the envelope. One witness before the committee even testified that the Internal Revenue Service, in cooperation with the Post Office Department, actually opened his mail to gather information on a client he represented.

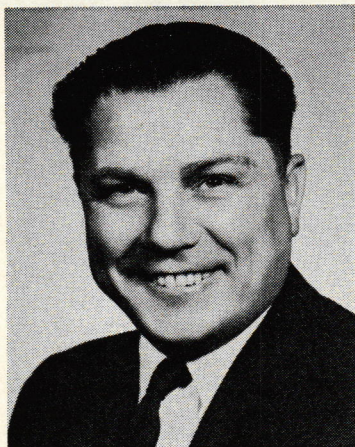
When questioned about this flagrant violation of constitutional rights, the Post Office claimed that the lawyer's mail had been "misdirected" to the IRS and was "opened by accident."

Sen. Long's hearings have revealed that specially constructed peep holes in post office buildings have been used to watch employees dealing with the public, at work in mail rooms, and even in dressing rooms and rest rooms of both men and women.

Post Office officials pegged their excuse on their charge that if not subject to secret surveillance at all times, workers would steal the contents of the mail they handled and possibly flush the envelopes down toilets to destroy evidence of their theft.

Other congressional investigations have revealed the widespread use of polygraph machines (the so-called lie detector) by government agencies, that telephone conversations are being monitored, that bugging and listening devices are in widespread use to snoop on employees and high government officials.

If these snooping devices and techniques are in such widespread use in the government, then you can bet that unscrupulous employers are using them too.



We know of many companies which demand that new applicants and old employees take "lie detector" tests as a condition of employment and to "uncover evidence of theft in plants and factories."

There is the celebrated instance of one of the nation's largest public utilities using peep holes in the men's rest room to spy on its employees.

All of these instances are clearly violations of the right of search and seizure, at least, and certainly are outside all bounds of decency in man's

relationship with his fellow man.

It is incumbent on all officials of this union to see that such practices are not utilized as personnel tools by the employers for whom our members work. Each and every official should use every effort to stop these practices when found, and should make sure at contract time that adequate protection against such practices is written into agreements whenever possible.

We in the Teamsters Union make no case for the employee caught stealing or engaging in any other practice which is a violation of company work rules and practices.

Neither, however, do we sanction the invasions of privacy and violations of constitutional rights which are becoming common practice in business as well as government.

We aim to put a stop to these practices wherever they exist, and restore man's relationship with his fellow man to a position of trust, not suspicion.

Over the years, we have fought for higher wages, better hours and working conditions for our members. And, in gaining these things we have also achieved human dignity for the man who labors with his hands and for a living.

We do not intend that such human dignity shall be stolen away by the employer whose personnel policy is based on suspicion instead of good judgment in hiring and trust in his fellow man.

James R. Hoffa

STATE OF THE UNION

New Language

Protection of Rights Clauses Renegotiated In National Master Freight Agreement

Because of action by the National Labor Relations Board and subsequent ruling of the Circuit Court of Appeals in Washington, D. C., Article 9, the Protection of Rights clause, in the Master National Freight Agreement has been renegotiated.

In a letter to all affiliated local unions which are parties to the National Master Freight Agreement, Teamster President James R. Hoffa has urged everyone to make every effort to bring the new Protection of Rights clause to the attention of membership involved.

Additionally, the subcontracting clause of the National Master Freight Agreement has been renegotiated and the new language appears below in this article.

As renegotiated, Article 9, Protection of Rights, in the Master National Freight Agreement now reads:

Section 1. Picket Line

It shall not be a violation of this Agreement, and it shall not be cause for discharge or disciplinary action in the event an employee refuses to enter upon any property involved in a primary labor dispute, or refuses to go through or work behind any primary picket line, including the primary picket line of Unions party to this Agreement, and including primary picket lines at the Employer's places of business.

Section 2. Struck Goods

It shall not be a violation of this Agreement, and it shall not be a cause for discharge or disciplinary action if any employee refuses to perform any service which his Employer undertakes to perform as an ally of an Employer or person whose employees are on strike, and which service, but

for such strike, would be performed by the employees of the Employer or person on strike.

Section 3.

Subject to Article 32A hereof (Subcontracting), the Employer agrees that it will not cease or refrain from handling, using, transporting, or otherwise dealing in any of the products of any other Employer or cease doing business with any other person, or fail in any obligation imposed by the Motor Carriers' Act or other applicable law, as a result of individual employees exercising their rights under this Agreements or under law, but the Employer shall, notwithstanding any other provision in this Agreement, when necessary, continue doing such business by other employees.

Section 4. Grievances

Within five (5) working days of

filing of grievance claiming violation of this Article, the parties to this Agreement shall proceed to the final step of the grievance procedure, without taking any intermediate steps, any other provision of this Agreement to the contrary notwithstanding.

Subcontracting

Article 32, Subcontracting, as renegotiated, now reads:

Section 1.

For the purpose of preserving work and job opportunities for the employees covered by this Agreement, the Employer agrees that no work or services of the kind, nature or type covered by, presently performed, or hereafter assigned to the collective bargaining unit will be, subcontracted, transferred, leased, assigned or conveyed in whole or in part to any other plant, person or nonunit employees, unless otherwise provided in this Agreement.

The Employer may subcontract work when all of his regular employees are working, except that in no event shall road work presently performed or runs established during the life of this Agreement be farmed out. No dock work shall be farmed out except for existing situations established by agreed to past practices. Overflow loads may be delivered by drivers other than the Employer's employees provided that this shall not be used as a subterfuge to violate the provisions of this Agreement. Loads may also be delivered by other agreed to methods or as presently agreed to.

Interlining Freight

The normal, orderly interlining of freight for peddle on occasional basis, where there are parallel rights, and when not for the purpose of evading this Agreement may be continued as has been permitted by past practice providing it is not being done to defeat the provisions of this contract.

The interlining of freight or a division of tariff, for any purpose, including local cartage, dock, hostling and delivery is included within the term subcontracting as used in this Article and may be continued as has been permitted by past practice providing it is not being done to defeat the provisions of this contract.

Section 2. Grievances

Within five (5) working days of filing of grievance claiming violation

of this Article, the parties to this Agreement shall proceed to the final step of the grievance procedure, without taking any intermediate steps, any other provision of this Agreement to the contrary notwithstanding.

The language set out herein replaces both Article 32 A and 32 B.

● Dog Food Contract

Three unions, including Teamster Local 626 of Los Angeles, Calif., have reached agreement with the Lewis Food Co., on a 3-year agreement.

Negotiating with the Teamsters were Butchers Local 563 and Stationary Engineers Local 501.

The contract, signaling the end of 20 years' resistance to unionization

of the company which manufactures Dr. Ross dog foods, gives 205 employees wage increases, union security, health and welfare benefits, a guaranteed 40-hour week, grievance procedures, and an improved vacation schedule.

● Wisconsin Ready-Mix

Members of Teamster Local 695 in Madison, Wis., ratified a new contract with 13 area ready-mix firms calling for wage and fringe increases totaling 50 cents an hour.

A. E. Mueller, Local 695 secretary-treasurer, said the 2-year agreement guaranteed a wage increase of 39 cents an hour spread over the life of the contract. Fringe improvements totaled 11 cents.

Citrus Plant Workers Go Teamster In Southland Organizing Victory

One of the greatest organizing victories in the Southland in recent months occurred when more than 600 production workers and drivers at Tropicana Products, Inc., a leading producer of citrus products located in Bradenton, Fla., were certified as a Teamster bargaining unit in April.

The certification by the National Labor Relations Board culminated a 3-month campaign by Victor R. Caligiuri, secretary-treasurer of Teamster Local 388 in Tampa, Fla., who was working as an organizer assigned to the National Brewery Conference. Assisting him was Glen Johnson, Local 388 business agent.

Helping in the campaign were General Organizer Ray Schoessling, secretary-treasurer of the National Brewery Conference, and Frank Seban, also of the Conference.

Tropicana's workers agreed to Teamster representation by a 5-to-3 margin. With 620 eligible voters in the election, 582 cast ballots.

Caligiuri said the new bargaining unit includes employees from 20 departments in the company. Excluded from representation are office, clerical, and technical employees, guards and supervisors.

Negotiations have already begun on a contract for the new Teamsters. The bargaining unit is expected to in-

crease in size as Tropicana has plans for expansion of its operation.

The company, which also has a plant in Port Canaveral, makes citrus concentrates and pulp feed, pure juices, frozen fruit bars, and prepares fresh fruit for salads.

Victor R. Caligiuri (left), secretary-treasurer of Teamster Local 388, and Glen Johnson, a business agent for the local union, congratulate each other on the organizing victory which brought Teamster affiliation to more than 600 workers employed at Tropicana Products, Inc., of Bradenton, Fla., a major processor of citrus products.



Local 351 Wins Organizing Fight With Vancouver Bottler

Teamster Local 351, Vancouver, B. C., has been certified as bargaining agent for employees of Seven-Up in that city, and at the same time the B. C. Labor Relations Board announced that a fired employee had been reinstated with back pay.

The decision of the Labor Board marked complete victory for Local 351 in its recent campaign to organize this bottling plant.

After lengthy hearings, the Labor Relations Board ordered that Ernie Mayer, Seven-Up's top salesman, be reinstated to his job with full back pay.

The company was also ordered to refrain from trying to persuade employees not to join the Teamsters.

At the time of Mayer's suspension, it was noted that he was a key man in the Teamster organizing drive at the company.

When handing down its decision certifying Teamster Local 351, the Labor Relations Board said that although it had received letters from several employees indicating they did not wish to be represented by the Teamsters, examination under oath convinced the Board that the letters "did not truly reflect their voluntary wishes concerning union representation."

The Board declared that from evidence it gathered, it was satisfied that workers had been subject to "contrived or intimidating influence" which came from or appeared "to have come from the employer."

In his arbitration report, Seligson upheld the union by saying:

"The contract details the commission to be paid route salesmen for sales of standard merchandise. The private label clause spells out the commission to be paid for delivery of private label merchandise.

Commissions

"There is a provision which assures route salesmen that they will receive commission on all goods delivered to established stops on their routes at any time. This latter clause guarantees him commission on goods delivered by someone else; as long as it is on the route he services, he is entitled to commissions."

Seligson continued:

"Furthermore, a section of the contract sets up a procedure for bidding on a route. The company is the judge as to whether the bidder possesses the necessary qualifications and ability to maintain and/or increase sales and potential sales on the open route.

Job Classification

"The key nature of this job classification, the care with which incumbents are selected, the common law which has grown up about the nature of the salesmen's routes—an exclusive territory, a franchise entitling him in the absence of specific exclusions to the contrary, to commission on all sales and deliveries made in or destined for his territory—all point to an intent to maintain the integrity of the commission system on all sales made to customers normally serviced by a salesman on his route."

The union scheduled meetings with the company to determine the amounts of back pay owed to the drivers involved.

● 537 Wins Case

Milk Drivers and Dairy Employees Local 537, of Denver, has won a decision before the National Labor Relations Board which calls for reinstatement and back pay for five men and women.

Fabs Famous Foods Company, according to the NLRB order, must reinstate the five employees with back pay for almost a year. The decision declared that employees had received unfair treatment by their employer.

Bakery Drivers Win Back Pay In Precedent-Setting Ruling

Several members of Teamster Local 219 in Denver have been awarded back pay by an arbitrator in a land-

mark decision which could establish a precedent in route sales industries.

Arbitrator Harry Seligson ruled that Continental Baking Co., must pay an undisclosed number of drivers 3.5 per cent commission on all private label products sold by Continental to Red Owl Stores in Denver since December, 1964.

The dispute developed after Red Owl closed its bakery and began purchasing private label bread from Continental. Richard Rhodes, Local 219 secretary-treasurer, said that rather than being delivered to individual Red Owl stores, the products were delivered to Red Owl warehouses and were later transported to the individual stores by Red Owl personnel.

During arbitration, the company contended that products were delivered in bulk and such deliveries were not covered under the union contract.

The union contended, however, that the company according to the contract had agreed to pay commissions on all bakery products delivered to an established route stop—regardless of the method of delivery.

Officer Dies



Fred W. Bierig, president of Teamster Local 146 in Colorado Springs, Colo., died recently, victim of a heart attack. A native of Dusseldorf, Germany, Bierig came to the U.S. in 1925. He served as president of Local 146 for the past 17 years.

Chicago Cab Drivers Vote May 5th On Return to Teamsters' Union

CHICAGO CAB drivers will vote May 5th in a National Labor Relations Board election to culminate three and one-half years of battling to return to their rightful home in the International Brotherhood of Teamsters.

Led away in 1961 amid hysterical outpourings by press, radio, TV and politicians seeking a headline, the Chicago cab driver has been operating in a land of forgotten promises under a contract negotiated by an official they have since turned out of office.

Amid record company earnings, the Chicago cab driver has seen his take-home pay dwindle or remain stagnant while Teamster members throughout the land are working under labor agreements which are the envy of the rest of the nation's workers.

Under the leadership of the 115,000 Teamster Joint Council No. 25 in Chicago, the drive is now on to take Chicago cab drivers back into their rightful home in the Teamsters and out of the land of forgotten promises into which they were led in 1961.

Joint Council President Ray Schoessling, one of Chicago's most respected labor leaders, is leading the campaign, personally assisted by Lawrence N. Steinberg.

Catch-All Unit

Steinberg is President of Joint Council 44, and recently turned back a raid upon the Teamster milk drivers in Toledo, Ohio, where his reputation over the years in Toledo led even the city council there to recommend Teamster membership to the milk drivers.

Steinberg is coordinator of the drive to return the Chicago cab driver to the Teamster fold.

To say that the Chicago Cab Driver left the Teamsters in 1961 under an atmosphere of confusion is to put it lightly. Press, radio and TV billed the election between the Teamsters and a catch-all unit of the Seafarers as the "downfall of Jimmy Hoffa." Politicians sang the phrase into echo-boxes.

Cab drivers had for years been represented by Teamster Local 777. The

newly formed Seafarers catch-all unit was number Local 777. It became a numbers game in which some drivers reported later that they went to the election thinking that it was for the election of officers.

Leading the Confusion Express was Dominic Abata, who was a former president of Teamster Local 777. He headed the Seafarers so-called Local 777 Democratic Union Organizing Committee. After months of waiting for Abata to perform on his campaign promises of a Utopian contract, Chicago Cab drivers finally got an agreement. Abata thereafter was voted out of office. Yet, he came out a winner, landing a post as a Seafarer's international Union vice president.

That the Local 777 Democratic Union Organizing Committee victory was a hollow one was witnessed by the fact that more than 1,000 Cab Drivers

continued to pay dues to Teamster Local 777. More joined the original 1,000 as it became apparent that the only way to end the chaos which had struck labor-management relations in the Chicago Cab industry was to work for return to Teamster Local No. 777.

It was about that time that the National Labor Relations Board established a three-year bar to representation elections where a three-year contract was in effect. This only delayed the day of reckoning for that hard core of Cab Drivers who knew their jobs would never be satisfactory until they were covered by an agreement negotiated by the union historically qualified to negotiate Teamster agreements, the International Brotherhood of Teamsters.

When the time came to begin showing interest to the National Labor Relations Board that the drivers wanted

Newly Organized



Custodians and bus drivers for the Bedford School System in Lambertville, Mich., recently were organized by Teamster Local 164 in Jackson, Mich. The bus drivers are shown here. Altogether, 55 new members came into the local union and were certified as a bargaining unit without an election.

an election and a chance to vote themselves back into the Teamsters, Teamster organizers were flooded with signature cards showing that interest.

With the interest factor now firmly established in the minds of Chicago National Labor Relations Board officials, the election is now on for May 5th.

More than 5,000 drivers, mechanics, and miscellaneous workers for Yellow and Checker Cab Companies will go to the polls in what is being billed as a "liberation vote" to free taxi cab employees from an agreement under which they now work.

Cooler heads among the drivers are looking at such things as a rate increase enjoyed by the cab companies—a nickel increase on the flag drop—which drivers never shared. Too, with company profits reflecting the general prosperity of the nation's economy, these old timers are asking why a 50 per cent commission is not possible. And they are voting to be represented by Teamsters who know how to go to the bargaining table against company negotiators.

Pensions, too, are being talked

about, and drivers are looking around at Chicago Teamsters in other industries who are assured a decent retirement income when the day comes to retire the old chauffeur's license.

Teamster officials are concerned about only one thing in the upcoming election. The old numbers game is still there to confuse the voters.

Four choices will be on the ballot for the cab employees.

1. Teamster Local 777.
2. Local 777 Democratic Organizing Committee.
3. Local 777 Chicago Cabdrivers and Affiliated Workers Union, an independent union with no international union affiliation.
4. No Union.

Schoessling and Steinberg both issued a cautionary statement of advice to those who will cast their ballots.

"Don't be fooled by numbers. They can all copy our local union number, but as they can't perform like Teamsters neither can they call themselves Teamsters.

"Look for the Word 'Teamster' on the ballot and mark your 'X' in the square after the word Teamster."

● Modesto Victory

Employees of Pacific Delta Gas., Inc., of Modesto, Calif., voted recently by a 5-to-1 margin in favor of Teamster Local 386 as its bargaining representative. The company transports propane, butane, and liquid fuels.

● New Agreement

Some 400 members of Teamster Local 986 in Los Angeles, Calif., overwhelmingly approved their first Teamster agreement recently after leaving the International Union of Electrical Workers late last year.

The 3-year agreement with Square D Electric Co., gave the new members wage increases across the board, dental care, an improved pension plan, additional vacation time, another paid holiday, and for the first time in the history of the company—the union shop.

M. E. Anderson, secretary-treasurer of Local 986, said the contract can be reopened on wages during the second and third years.

The Square D employees went Teamster last November after becoming dissatisfied with IUE representation. The IUE unsuccessfully contested the vote and it wasn't until February that negotiations began on the Teamster contract.

Old-Timer Dies

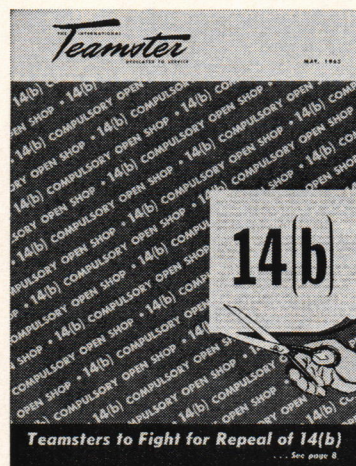


Arthur Johnson, veteran Teamster who retired 2 years ago, died recently. A Teamster from 1931 on, Johnson served Teamster Local 225 in Milwaukee, Wis., as secretary-treasurer from 1936 to 1963. He also once served as secretary-treasurer of the old Teamsters Joint Council 50.

● Park Employees Join

Teamster Local 92 recently organized employees of the Canton, Ohio, Park Department.

The department has 12 regular employees and about 15 hourly-rated part-time workers. In the summer, the park department payroll increases to about 35 men.

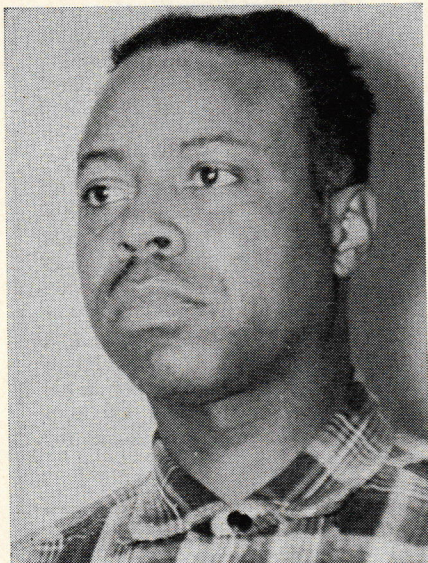


REPEAL OF SECTION 14(b) of Taft-Hartley, that section of the federal labor law which gives the states the right to pass compulsory open shop laws, will be the banner under which Teamster members and their wives will visit Washington during May.

Called the 14(b)-Cade, the action will bring Teamsters and their wives to Washington from all states with representation on the Senate Labor Committee, and from all congressional districts with a member on the House Labor Committee.

Bent on telling these committee members about labor's opposition to Section 14(b) these Teamsters and their wives will coordinate their efforts with the AFL-CIO Building Trades who will be in Washington on a similar mission.

Petroleum Driver Risks Life To Rescue Man in Burning Rig



Teamster Jesse Graham risked his life to rescue a driver trapped in a burning oil truck.

Jesse Graham, a member of Teamster Local 977, risked burning and possible death to rescue a driver from a burning oil truck near St. Cloud, Minn., last April.

Graham, a driver for Richards Oil Co., came upon the scene of the

burning oil truck minutes after it had been involved in an accident with a grain truck. People were standing about watching the fire.

Graham inquired if the driver was out of the truck and was told, "no," the driver was trapped. Police warned Graham not to go near the burning rig but the Teamster working with a man operating a tow truck, hooked a cable on the door of the burning vehicle.

When the door was opened, Graham—using his jacket as a shield over his head—grabbed a fire extinguisher and directed it into the cab and on the foot of the driver where flames were roaring. A policeman came and helped Graham pull the driver out.

The daring rescue was to no avail, as the oil truck driver died later in the day as a result of his burns.

Vote Contested As Foreman Aids Union

Balloting results in a representation election conducted by the National Labor Relations Board and involving a Teamster local union were contested recently because a foreman encouraged workers to vote union.

Howard Ryan Tire Service in Santa Ana, Calif., charged an unfair labor practice as a result of the vote which saw Ryan's employees ballot 7 to 4 in favor of Teamster Local 952.

The company charged that its foreman "subverted his authority as a management representative" by promising the workers that they would be better off with a union.

Lee Kearney, secretary-treasurer of Local 952, said he was completely in sympathy with the foreman's position and would represent the man at the unfair labor practice hearing.

Fast-Gun Teamster



James B. Solomon, a member of Teamster Local 606 in Los Angeles and otherwise known as Ben James, western actor noted as a fast-draw artist (one-sixth of a second), is shown making a personal appearance in the children's ward of a Los Angeles hospital. The kids like to see James' hardware. He always leaves them smiling.

Wyo. Court Hits State Work Law

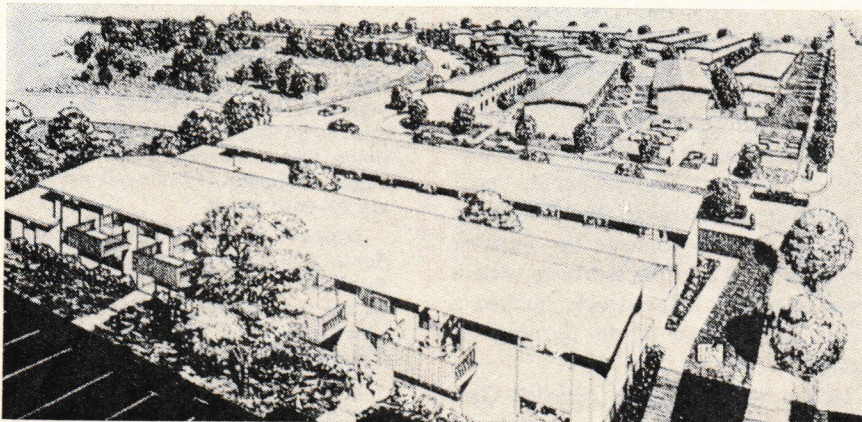
"Right-to-work" laws are taking their knocks these days, and Wyoming's is no exception.

The state supreme court there has ruled unconstitutional a key provision of the Wyoming compulsory open shop law which sought to bar non-discriminatory exclusive job referral systems.

One justice of the Wyoming court agreed that the hiring hall ban was unconstitutional and stated that if part of the law was illegal then the entire act should be tossed out. He was not joined by the majority opinion.

The suit had been filed by the International Brotherhood of Electrical Workers and was joined by two chapters of the National Electrical Contractors Association.

Stockton Local Praised for Low-Cost Rental Housing Project



Artist's Sketch of Apartment Complex

Teamster Local 439 in Stockton, California, is receiving community acclaim for its sponsorship of a low-rental housing project into which the first occupants already have moved.

The first unit to be completed consisted of 32 apartments, the majority of which were rented almost as quickly as they were available.

"We undertook sponsorship of this project as a community service to re-develop an unsightly area on the outer edge of the city," said Local 439 Secretary-Treasurer George Overton.

"We have pledged not to discriminate in the selection of tenants. The only requirement is that tenants come within the ceiling on wages which the Federal Housing Authority has established," Overton declared.

"The enthusiastic response our Local Union has received from potential renters and from city and county officials more than compensates for the time and effort we have devoted to the undertaking. I am satisfied that the project is a most creditable addition to our community," Overton said.

Other apartment units are planned which will ultimately comprise a 190-unit complex of two-story, garden-type structures. These are underway. They are divided into individual apartments of one, two and three bedrooms, each with a living room and modern, fully equipped kitchens.

Rents range from \$80 monthly for one bedroom and bath to \$120 for three bedrooms and a bath and a half.

Each apartment has a patio or sun-

deck, and spacious lawns and shrubbery are visible in every direction.

Play areas are in the project, directly across the street from which the City of Stockton is about to construct an olympic-size swimming pool.

Plans also have been approved for construction of a school in the immediate area, thereby assuring adequate educational facilities.

Serving with Brother Overton on the Board which oversees the project—known as the Filbert Arms—are Local 439 President George Cloud and Joseph Michaels, an attorney.

Rentals and management of the property are handled by a paid staff.

Court Decides 'Unfair' Label Not Slander

The Arizona Supreme Court recently reversed a county trial court decision which a Phoenix lathing contractor had won in a suit charging that a Lathers local union was slanderous when it called him an "unfair" employer.

The high court ruled that acts of union officials are arguably within reach of the Taft Act and that state courts must thus give way to the exclusive jurisdiction of the National Labor Relations Board.

The employer had asserted that being called "unfair" was defamatory and led to the loss of union workers and eventually his contracting business. He sued for damages.

● Minneapolis Contract

Teamster Local 970 has negotiated a new 3-year agreement with the Gresen Mfg., Co., of Minneapolis, providing wage increases in each year of the contract.

The wage increases are 10 cents an hour in the first year with 8 cents in each of the next 2 years.

Also included in the agreement was an improved health and welfare program, and better vacation schedules for the 200 members covered.

New Jersey Brewery Locals Agree to Discrimination Bar

Three more Teamster local unions have cooperated in the development of an agreement to bar discrimination in the hiring of Negroes as brewery drivers.

Teamster Locals 4, 153, and 843 in Newark, N. J., joined in the pact recently with the New Jersey Brewers Assn., representing 4 major breweries, and the Congress on Racial Equality (CORE).

Under the agreement, Negroes previously classified as seasonal workers

have been given regular status. Additionally, the pact established an accelerated program to employ more Negro drivers on beer deliveries to New York City.

The New Jersey agreement was reached a few weeks after a similar though more complex pioneering pact was reached earlier in the year among Teamster Locals 3 and 46 in New York City, 5 major breweries, and the Negro-American Labor Council.

Local 26 Wins Court Case Over Change of Operations' Discharges

Teamster Local 26, Danville, Illinois, has won a decision in the 7th Circuit Court of Appeals in which it charged that a company refused to bargain in good faith over a change of operations which resulted in the discharge of 10 employees.

The court held that the Northwest Publishing Company, of Danville, illegally refused to bargain with Local 26 about its decision to change its delivery system which resulted in the discharges.

Local 26 had been certified as bargaining agent for the firm's delivery drivers. After 11 negotiation sessions and the elapse of 84 days, the company informed the union that it would have to establish a new distribution system because of the economic impact of the union's demands.

During negotiations, the union acknowledged that there might be a need to eliminate some of the routes, insisted that assignment of drivers be on the basis of seniority.

Contending that the drivers were not employees, and would not be until they were rehired at the termination of their individual contracts with the company, Northwest declared that there was no seniority.

The 10 drivers were subsequently fired.

District managers were assigned to city delivery routes. No change was made in country delivery routes.

Said the court:

"The company's contention that it bargained in good faith with the Union concerning the change in its distribution system—a change which

it claims was necessitated by the economic impact of the Union's demands—is not supported by the record.

"The abrupt and summary manner in which the change was effected, the arbitrary rejection of consideration of three proposals relating to the application of seniority on the basis that pending termination of the current individual agreements with the drivers that remained independent contractors, the refusal to supply the requested breakdown with respect to the tube drivers' compensation, and the replacement of union drivers with supervisory employees with non-union status, all serve to establish a lack of good faith bargaining on the part of the company," the court declared.

The court agreed that the drivers were employees, not independent contractors, and that the discharge of the 10 drivers was illegally motivated by the company's intent to dissipate the union's majority.

● Furniture Agreement

Drivers and helpers at the newly-organized Wolf Furniture Store in Bedford, Pa., received large wage gains in a first contract negotiated recently by Teamster Local 453 of Cumberland, Md.

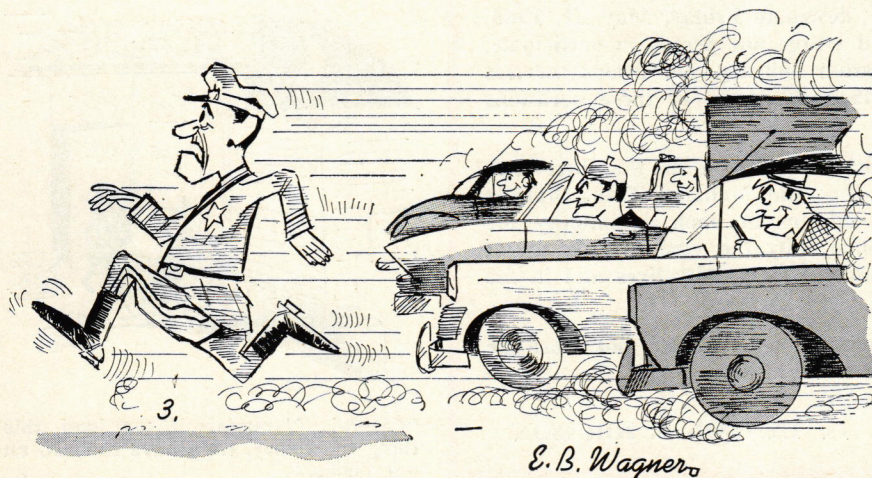
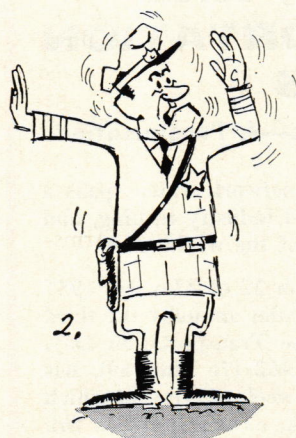
B. A. Harris, Local 453 secretary-treasurer, said the 1-year contract provided weekly increases of \$13.10 and \$15.30 respectively for drivers and helpers. The company also agreed to pay \$19.67 per month per employee into the Local's Health and Welfare Fund.

Besides a union shop, the agreement also contained other union protection clauses along with a 40-hour work week, 6 paid holidays, an improved vacation schedule, and retention of the company's pension plan and uniform allowance.

● Officers Installed

Newly-elected officers of Teamster Joint Council No. 54, with local unions in Colorado and Wyoming, have been installed by International Vice President George Mock.

Chosen to serve three-year terms were Harry Bath, president; Francis 'Bud' Salter, vice president; Richard E. Rhodes, secretary-treasurer; Paul Ashcraft, recording secretary; and trustees Herb Bailey, Guy Downing, and John Hansen.



Knight of the Road

Driver Praised for Roadside Aid To Stranded Mother and Children

Larry D. Buckley of St. Albans, W. Va., recently wrote a letter of thanks to the employer of Harold Estep, a member of Teamster Local 175 in Parkersburg, W. Va., for his valorous act in coming to the aid of Buckley's family on a snowy winter night.

Buckley said that his wife and children left home on a January evening with no threat of snow en-

route to Parkersburg. However, a severe snowstorm developed and ice soon covered the road in a remote area on U.S. Highway 2 south of the destination.

Mrs. Buckley's auto lost traction on a banked downgrade and slid sideways, coming to rest crosswise in a curve. The woman was afraid to attempt to move the car for fear of sliding into a ditch and embankment.

on the low side of the highway. So she sat in the car in the snow and cold with the children on the verge of panic.

Other motorists, meanwhile, ignored Mrs. Buckley's peril and went around her car. Then Teamster Estep came along, saw the situation, and promptly parked his vehicle.

Not only did Estep move the car into a safe position on the road, but at the request of Mrs. Buckley drove the woman and her children 25 miles to their destination.

"For this," said Buckley, remembering his wife's emotional state after the mishap, "I will be forever grateful."

● Firm Fined

For failing to comply with a collective bargaining agreement in respect to a grievance, Taggard Services, Ltd., has been fined \$200 and costs in magistrate's court.

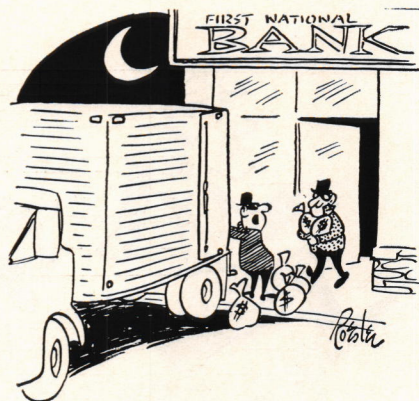
Charges against the company were brought by Teamster Local 91, of Kingston, Ontario.

The employee, Ralph Shetler, a steward for Local 91, was fired, and the union took the action.

On the conviction, the magistrate found evidence of persistent efforts to set up a grievance procedure by the union on behalf of the employee. The company failed to comply, the magistrate found.

● Election Victory

Teamster Local 688 recently won a National Labor Relations Board representation election at Cinch Mfg., Co., in St. Louis, Mo., when 144 of the 200 eligible voters cast ballots in favor of the union.



"Careful, Clarence. If we load this thing too heavy, we'll have the ICC on our necks."

THE WHITE HOUSE

NATIONAL DEFENSE TRANS- PORTATION DAY, AND NATIONAL TRANSPORTATION WEEK, 1965

By the President of the United States—A Proclamation

WHEREAS, our transportation system is a vital network which spans a continent, helps keep the wheels of commerce and industry turning, and makes us the most mobile society in the history of the world; and

WHEREAS, the Congress, by Senate Jt. Resolution 22 of May 16, 1957 (71 Stat. 30), has requested the President to proclaim annually the third Friday of May of each year as National Defense Transportation Day, and by House Jt. Resolution 628 of May 14, 1962 (76 Stat. 69), has requested the President to proclaim annually the week of May in which that Friday falls as National Transportation Week, as a tribute to the men and women who, night and day, move the goods and people throughout our land:

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate Friday, May 21, 1965, as National Transportation Week; and I urge our people to participate, with representatives of the transportation industry, our armed services and other government agencies, in the observance of these occasions through appropriate ceremonies.

I also invite the Governors of the States to provide for the observance of National Defense Transportation Day and National Transportation Week in a way that will give the citizens of each community the opportunity to recognize and appreciate fully the vital role our great and modern transportation system plays in their daily lives and in the defense of our Nation.

IN WITNESS WHEREOF, I have hereunto set my hand and cause the Seal of the United States of America to be affixed.

(SEAL)

/s/ LYNDON B. JOHNSON

ILWU Calls for End of Government Harassment of Jimmy Hoffa

In a statement of policy, the International Longshoremen's & Warehousemen's Union, in its 16th Biennial Convention in Vancouver, B. C., has called for an end to the government's war on James R. Hoffa, president of the International Brotherhood of Teamsters.

Said the policy statement by the ILWU:

"Many Congressmen have expressed deep concern over the tactics used by the then Attorney General Robert Kennedy's special 'get Hoffa' unit. Tactics included harassment, espionage, wire-tapping and photographing defendants, lawyers and witnesses, generally making it impossible to conduct an effective defense" against indictments.

Civil Liberties Union

"The American Civil Liberties Union has filed an *amicus curiae* (friend of the court) brief in support of Hoffa in the Chattanooga case. The brief charged that the government illegally used evidence supplied by an informer who spied on Hoffa and his attorneys. It urged the U.S. Court of Appeals to reverse the conviction on the ground that Hoffa was denied a fair trial."

The ILWU statement declared further:

"The ILWU looks upon the attack on Hoffa as an attack aimed at the

Teamsters Union because Hoffa is the distinguished labor leader of a powerful union which has offended the powers that be by taking an inde-

pendent economic and political position.

"The attack is thus a threat to other unions, including (the) ILWU. For this reason, as well as for reasons of simple fair play and American justice, we extend our support to Hoffa and to the Teamsters Union in fighting these malicious attacks," the ILWU declared.

Sleeping Bags Sent to Selma By Newark Teamster Local

Anticipating a need for rest as well as knowing there probably would be unrest during the recent Selma-to-Montgomery civil rights march, Teamster Local 97 of Newark, N.J., donated sleeping bags for use on the historic trek.

Joseph G. Biancardi, president of Local 97, said the local union purchased 25 sleeping bags at a total cost of \$275 and made arrangements to ship them to Selma by air express for the 5-day march led by Dr. Martin Luther King.

Biancardi said the local union also sent \$100 to the Southern Christian Leadership Conference which inspired the march that was climaxed March 25 by the highway murder of Mrs.

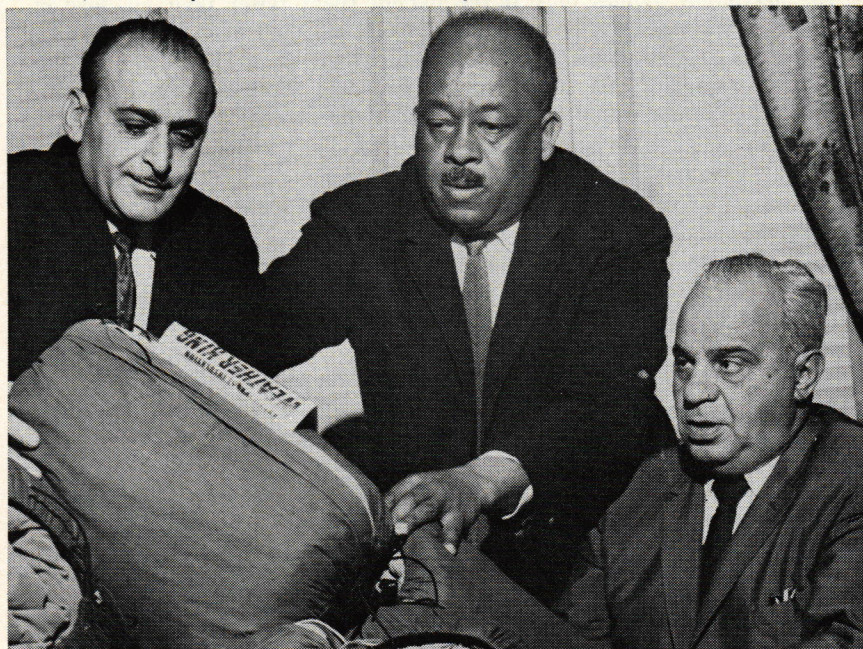
Viola Liuzzo, wife of a Teamster business agent.

In other action, the Newark local donated \$100 to the Selma trip expenses of the Rev. Boyd B. Cantrell, Newark NAACP president, and paid the rental for a loudspeaker system used at a Selma sympathy rally in the New Jersey city.

Donation of the sleeping bags was suggested by Harry L. Wheeler, a school teacher in Newark, who had made a trip to Selma and observed the police state conditions there at first hand.

Wheeler commented on the subject of state and local enforcement officers in Selma, saying, "Nazi storm troopers had nothing on these police."

Checking over the 25 sleeping bags donated by Teamster Local 97 to the civil rights demonstrators who marched from Selma to Montgomery are (left to right) Henry Garrad, Local 97 secretary-treasurer; Harry Wheeler, a Newark school teacher, and Joseph G. Biancardi, Local 97 president.



Vermont Sets \$1.25 Minimum On Wages

The Vermont legislature has raised the state minimum wage from \$1.00 to \$1.25. Additionally, the legislature created a state wage advisory board to check on how well the minimum wage law is being administered.

Token opposition to the measure which sounded like the old child labor textile days in New England was ignored by the Vermont legislature which passed the measure overwhelmingly.

Teamsters Hail House Passage of Medical Care Through Social Security

WHEN President Franklin D. Roosevelt signed the original Social Security Act into law on Aug. 14, 1935, he called it "a cornerstone in a structure which is being built, but which is by no means complete."

The latest brick in that structure is the medicare for the aged measure passed in the House of Representatives last April 8 by a vote of 313 to 115. The bill is expected to win passage in the Senate which already is on record

in favor of the proposal.

Through the years since 1935 there have been amendments to the Social Security Act on 8 different occasions. Each time, the coverage and benefits have been broadened to benefit eligible Americans.

The latest change now being wrought is one more step in the country's effort to help the old, the sick, the hungry, and the helpless.

As President Lyndon Johnson—for whom the passage of medicare represents a major Administration victory—put it in a speech last June, the nation cannot afford to ever again "fall into indifference toward the distressed and the despairing . . ."

The Social Security program did not come easy. Its detractors called it a hideous form of socialism and fought long and hard against it. The compulsory features of the Act were feared and there were even some antagonists who disagreed with the basic principle: That security for the worker and his family grows out of his own work.

The Wisdom

The wisdom of the program has found acceptance with success. Now the idea of a worker earning his future security as he earns his living and helps pay toward the cost of social security protection is taken for granted.

An insured worker today can expect the benefits to be paid to him and his dependents or survivors without undue restrictions. The knowledge that it is possible to plan ahead on one's own—without the fear of exhausting savings and resources should earnings stop—encourages him to provide additional protection for himself through personal savings, private insurance, home ownership, and other investments.

The contributory nature of the program also encourages a responsible attitude toward the plan. Knowing that the financing of the present program and of any improvements that are made in it depends on social security taxes that he helps to pay, the worker has a personal interest and stake in the soundness of the program.

An important principle of the pro-

Medicare Benefits As Authorized by House Bill

Benefits under the House bill providing medicare for the aged—assuming the Senate passes the measure which President Johnson would surely sign into law—would not be available until July 1, 1966, the effective date of the program.

The medicare plan contains 2 types of financing. One plan, providing hospital and nursing home benefits, would be financed under the Social Security System. The other, an insurance plan for physician services, would be voluntary and require a premium payment.

In either case, anyone reaching the age of 65 would be eligible for the program.

Under the Social Security phase of the plan:

—A person over 65 could get up to 60 days of in-patient hospital care for each spell of illness. The patient would pay the first \$40 of the hospital bill. Such hospital services would not include the cost of private duty nursing or hospital services of physicians except interns or residents in training.

—Post-hospital extended care is provided for in the instance where a patient is transferred from a hospital to a nursing home. The patient is eligible for a maximum of 100 additional days of extended care, but the maximum applies only if the patient spent fewer than 60 days in the hospital, otherwise he is eligible for only 20 days of extended care.

—Post-hospital home health services would be available up to 100 visits for nursing care, therapy, and part-time services of home health aid. The patient would have to be under the care of a physician.

—For out-patient hospital diagnostic services, a patient would have to pay the first \$20 of the cost.

Under the voluntary insurance phase of the plan (which would require premium payments of \$3 a month):

—A person over 65 is eligible to be covered for the cost of physician services in home health treatment, hospital treatment, and in psychiatric institutions and various other medical and health treatments in and out of medical institutions.

—The patient must pay the first \$50 of the bill plus 20 per cent of all cost over \$50. The rest would be paid by the insurance. The plan would cover up to 60 days of hospital care in a spell of illness in a mental hospital, with a 180-day maximum.

—The plan also would cover the cost of additional medical and health services, whether provided in or out of a medical institution, including diagnostic, X-ray, laboratory tests and similar services, ambulance service under limited conditions, surgical dressings and devices, and rental of equipment such as oxygen tents.

gram concerns the extent to which possible coverage is compulsory.

A society cannot be secure if large numbers of its members are not protected against the loss of earnings that results from the retirement, disability, or death of the family provider.

It is recognized that if the program were not compulsory, many of the people who need its protection most would not participate.

Some low income workers, for example, as much as they might recognize the need to protect themselves, would choose not to pay social security tax contributions because of the difficulty they have in meeting current needs. In the end, they would have to be supported through assistance from the general revenues of the government.

A tremendous advantage of the program is the fact that a person's rights to social security benefits—how much he gets and under what conditions—are clearly defined in the law.

Meeting the Costs

The program is designed so that contributions plus interest on the investments of the social security trust funds will be sufficient to meet all of the costs of benefits and administration, now and into the future—without any subsidy from the general funds of the government.

Robert M. Ball, commissioner of Social Security, estimated recently that the fund has in excess of \$22 billion. He predicts that by 1975 the fund will contain about \$55 billion. This is more than enough money to handle the contingencies.

More than four-fifths of all people past the age of 65 are protected by social security. More than 90 per cent of those now reaching the 65 mark are protected. Altogether, some 53 million persons now meet the work requirements for monthly disability benefits—if they become disabled, such benefits can be paid to them and their families.

Right now there are 20 million, men, women, and children drawing benefits under the program—a total of more than \$1.25 billion a month.

Under the medicare plan now about to find its way through Congress and to the President's desk for signature, the established social security system will not be threatened financially.

The bill as passed in the House—and assuming there are no fundamental changes in the Senate—provides for both voluntary and com-

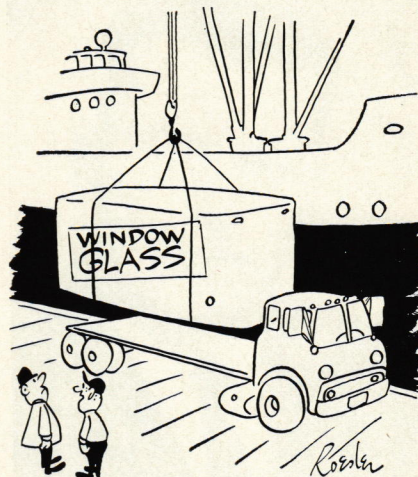
pulsory systems. The compulsory approach will apply to hospital care only. The voluntary method will apply to the payment of doctors.

In effect, the measure will permit practical determination of the cost of nationally insured medical care for the aged. The bill is worded in such a manner that separate books will be kept on the financing of medicare to be accounted apart from the costs of existing social security programs.

It is anticipated that the cost of medicare will average \$369 per person covered by 1982. Opponents of the bill charged throughout hearings and debate that the cost would go higher.

Thus in the initial few years following enactment of the medicare plan, the public will be able to determine whether the social security system can bear the cost. If it can, there probably will be a future amendment to bring doctor payment into the compulsory feature of the program.

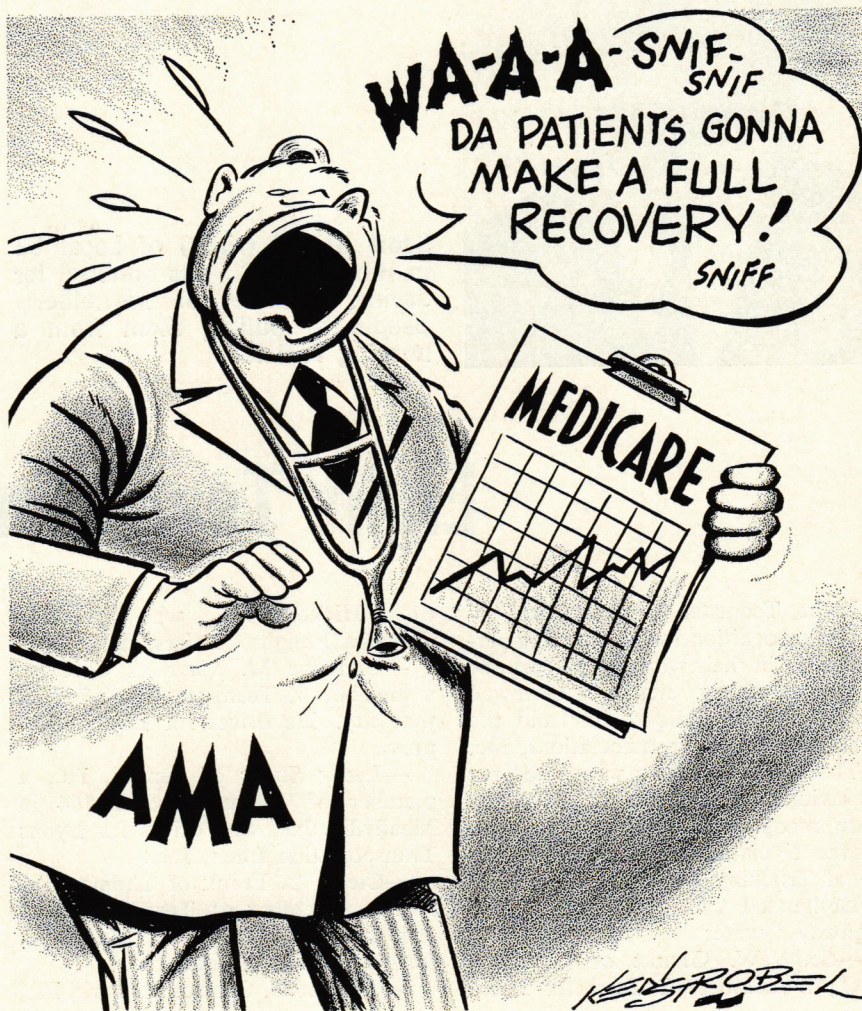
Still further in the future, of course, there are prospects of dental and eye care under social security, provided

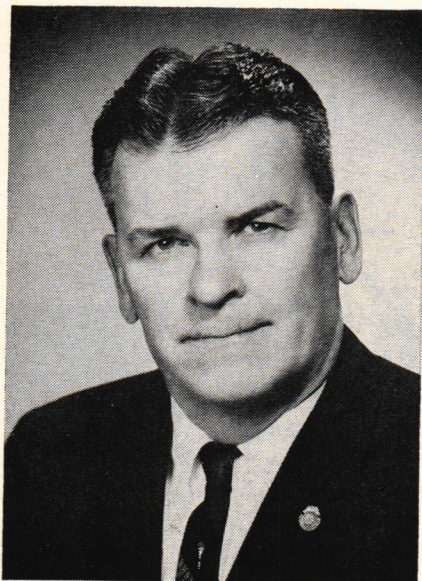


"It's replacement glass for our foreign embassies."

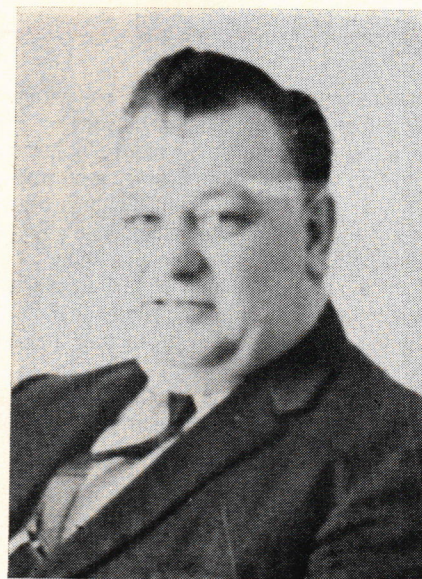
the currently developing program proves successful.

Perhaps this was what Roosevelt envisioned when he referred to the Social Security Act as a cornerstone—a key to good health and well-being for millions of Americans.

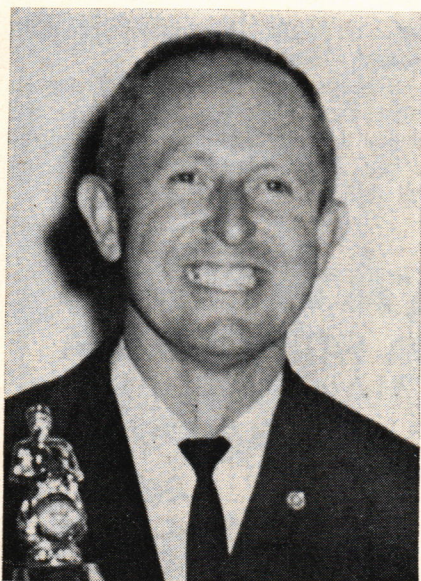




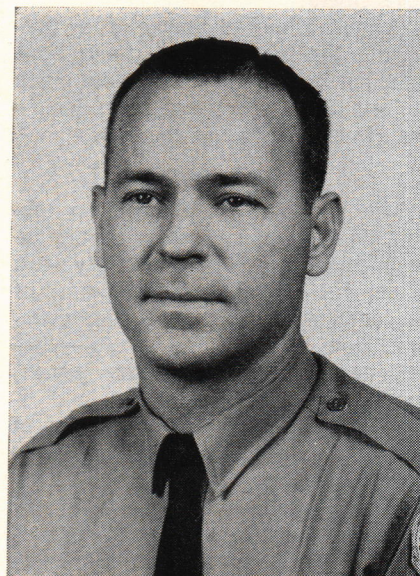
Clarence M. Mayr (left) of Local 705 in Chicago was cited for helping to save the lives of two men entangled in electric wires.



Leroy Slater (right) of Local 564 in Meadville, Pa., was cited for saving the lives of three men whose boat had capsized in a lake.



Clyde W. Lutz (left) of Local 61 in Hickory, N.C., received recognition as a two-time winner of the 5-axle tractor-trailer crown in National Rodeo competition.



Scott Ghannt (right) of Local 61 in Hickory, N.C., was honored for saving the lives of two elderly people by pulling them from a burning vehicle.

Eight Teamster Drivers Honored

Eight Teamster drivers have received recognition for outstanding performance in their work in the form of Arthur Godfrey citations bestowed jointly by the radio-tv star and the American Trucking Associations, Inc.

Three of the drivers were cited for lifesaving acts of heroism. The others were recognized as winners in each of the 5 classes of the ATA's National Trucking Rodeo for 1964.

Designated as "gentlemen of the highways" were:

—Scott W. Ghannt of Gastonia, N.C., a member of Teamster Local

61 in Hickory, N.C., who drives for Carolina Freight Carriers, Inc.

—Clarence M. Mayr of Chicago, a member of Teamster Local 705 in that city. He drives for Eastern Express.

—Leroy Slater of Seneca, Pa., a member of Teamster Local 564 in Meadville, Pa., who drives for Lyons Transportation Lines, Inc..

—Cletus C. Frank of Thomasville, N.C., a member of Teamster Local 391 in Greensboro, N.C. He drives for Akers Motor Lines, Inc.

—William G. Contres of York, Pa.,

a member of Teamster Local 430 in that city, who drives for Mason & Dixon Lines, Inc.

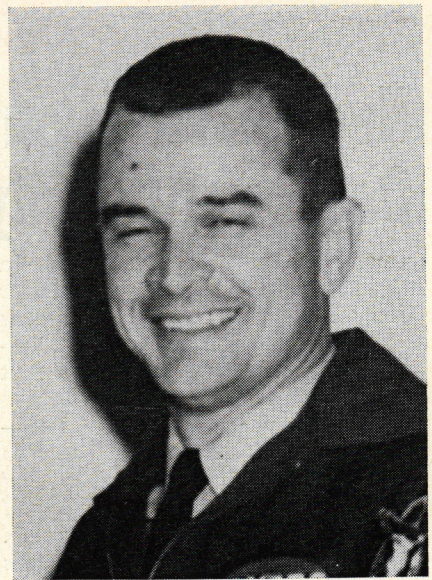
—Irvin J. Frey, Sr., of Hamburg, Pa., a member of Teamster Local 429 in Reading, Pa. He drives for Branch Motor Express Co.

—Clyde W. Lutz of Cherryville, N.C., a member of Teamster Local 61, who drives for Carolina Freight Carriers Corp.

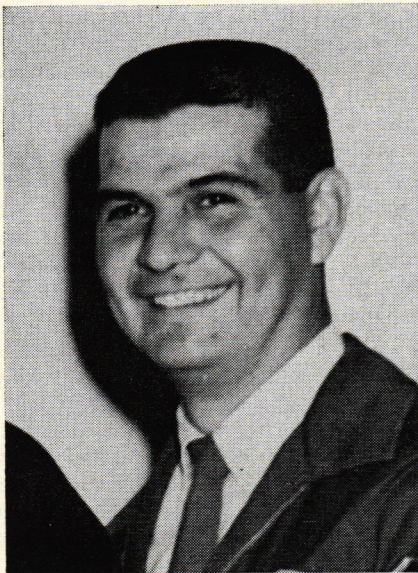
—Alfred V. Miller of Lyons, Ill., a member of Teamster Local 705, who drives for the Willett Co., of Chicago.



Irvin J. Frey (left) of Local 429 in Reading, Pa., received an award for winning the 4-axle semi-trailer championship last year in the National Roadeo.



Cletus C. Frank (right) of Local 391 in Greensboro, N.C., was honored for capturing the straight truck title in three National Roadeos.



William G. Contres (left) of Local 430 in York, Pa., was cited for twice winning the 3-axle semi-trailer championship in National Roadeos.



Alfred V. Miller (right) of Local 705 in Chicago won recognition for capturing the tank class title in the 1964 National Roadeo.

For Outstanding Performances

Ghantt, Mayr, and Slater were honored for acts of heroism in recent months.

Ghantt saved the lives of two elderly people by pulling them from a burning vehicle which had collided with another car. The Teamster used his shoe to break the rear window of the locked car and pulled the trapped couple, who were in shock, to safety.

Mayr helped save the lives of two men entangled in live electric wires. Mayr stopped his vehicle and assisted the advertising sign workmen who had fallen across lines carrying up to

33,000 volts of electricity.

Slater saved the lives of three men whose boat had capsized in a lake. The Teamster saw the men from shore and immediately went in his boat to the scene and pulled them from the cold, choppy water. They had been in the water for some time but were unable to attract attention because high winds muffled their cries for help.

The other Teamsters winning the honor all won championships in the 1964 Roadeo which is a competitive test of the professional truck driver's

knowledge of safety, courtesy and first aid, and his skill in handling a particular type of rig.

Frank won the straight truck crown in the 1961, 1963, and 1964 Roadeos.

Contres first won the 3-axle semi-trailer title in 1961 and repeated in 1964.

Lutz captured the 5-axle tractor-trailer crown in both 1963 and 1964.

Frey and Miller were champs in 1964 for the first time, winning the 4-axle semi-trailer and tank class championships respectively.

New Book about Jimmy Hoffa Destroys Old Myths—Rumors

Among the very few nick-nacks in the uncluttered office of Teamster General President James R. Hoffa, is a framed quotation of Abraham Lincoln which hangs from the wall. It says:

"I do the very best I know how—the very best I can; and I mean to keep doing it until the end. If the end brings me out all right, what is said against me won't amount to anything. If the end brings me out wrong, ten angels swearing I was right would make no difference."

"Ten Angels Swearing," is the title of the first book about the President of the Teamsters which makes an unemotional probe into his character.

Authored by a Washington, D.C., writer who has served in various writing and legislative capacities on Capitol Hill over the past several years, "Ten Angels Swearing," is a paperback, published by Beaverdam Books, Inc., and scheduled to hit the bookstores and newsstands early this summer. It will make its premiere in Detroit, scene of Hoffa's early battles on behalf of the nation's truck drivers and warehousemen.

Author Jim Clay gets honest (a rare trait for those who have written

about Hoffa in recent years) in the very first chapter. He started out to do a hatchet job on the Teamster president. Hoffa hatchet jobs were selling well then on the nation's newsstands.

Ironically enough, it was an interview with Bobbie Kennedy, then an employee of the McClellan Committee, which gave Clay second thoughts about permeating his Hoffa book with old McClellan Committee headlines, with Justice Department press releases, and old rumors and charges made popular by a hysterical and sensational press during the McClellan Committee hearings.

After some initial research and the Bobbie Kennedy interview, Clay was about ready to abandon any book about Hoffa, but as he says in his first chapter of "Ten Angels Swearing,"

"At this point, I knew that I couldn't go through with the assignment. I could not, on the basis of what I then knew, sit down at my typewriter and knock out an anti-Hoffa screed—not even a ghost job."

"Nevertheless, I claimed my interview with Jimmy Hoffa."

There is something a bit disarming about a confrontation with Jimmy Hoffa, as those who work with him well know. Perhaps it is Hoffa's uncanny ability to strip any situation of fancy appointments and luxurious upholstery and get down quickly to the framework.

Jim Clay was quickly disarmed. In answer to a Clay question about an unproved McClellan charge of a payoff (Clay asked, "Who got the money?"), Hoffa declared:

"Damned if I know."

Those who approach Hoffa with disguised schemes and take the long way around getting to the point are soon disrobed.

Those looking for a rehash of old Hoffa stories dressed in sensationalism and old hat will be disappointed with "Ten Angels Swearing." They will do well to look for books and stories which flooded the newsstands during the McClellan hearings, written by every hack in the business.

"Ten Angels Swearing" is a bit disrobing, as Jim Clay cast emotionalism and sensationalism aside to find out "Who Is The Real Jimmy Hoffa?" which is the title of his first of 13 chapters.

The book is based on personal interviews with Hoffa's family, fellow unionists, and those who know him. Research for the book began in Brazil, Indiana, Hoffa's birthplace, and ended in Washington, D. C., headquarters for the International Brotherhood of Teamsters where Hoffa runs the world's largest labor organization.

In his first chapter, Clay confesses that "It did not occur to me that any other type (the sensational, expose type) could be written about Jimmy Hoffa. All I knew was what I had seen and heard through the news media."

"Ten Angels Swearing," is a refreshing insight for those who, like Clay, know Jimmy Hoffa only from what they have seen and heard through the news media.

"Ten Angels Swearing" is destined to destroy some old myths, put straight many rumors and unfounded charges, and take its place as the first unbiased book about James Riddle Hoffa, General President of the International Brotherhood of Teamsters.

Watch for it. Ask for it: TEN ANGELS SWEARING, by James Clay. Beaverdam Books, Inc., Beaverdam, Va. \$1.00.

Local 199 Member Retires After 26 Years on the Road

When Milton 'Andy' Anderson, member of Teamster Local 199 in LaCrosse, Wisconsin, retired recently after 26 years with Gateway Transportation, his pension check from the

Central States Pension Fund soon hit his mail box.

Said Anderson:

"I've always said there are two kinds of people—those that are Teamsters and those that wish they were."

In a letter addressed to Local 199, 'Andy' went on to say:

"I would like to extend my thanks to Local 199, and to our General President Jimmy Hoffa who looked out for us working Teamsters and made this pension possible. Without it we couldn't enjoy our retired lives as we do now."

'Andy' now resides in West Salem, Wisconsin, with his wife, and says he will spend many of his retirement days in his "hobby shop" which he has built in his home.



Gibbons Tells ILWU Convention Delegates Of Dangers Facing Labor Movement Today

Teamster Vice President Harold J. Gibbons, last month told the 16th Biennial Convention of the International Longshoremen's and Warehousemen's Union, in Vancouver, B.C., that the "labor movement in America is in great danger."

"There isn't an employer in the United States today who wouldn't like to see the labor movement abolished," Gibbons declared.

Gibbons spoke to the 350 delegates and visitors to the ILWU as a representative of Teamster General President James R. Hoffa.

The Teamster vice president referred to the ILWU as "one of the brightest stars on the labor scene today. You have written some of the brightest pages in the history of the American labor movement," Gibbons said.

He also commented on the close association of the Teamsters and the ILWU, especially in the San Francisco area, where warehousemen in both organizations negotiate contracts jointly.

Gibbons chose the occasion to give a general assessment of the labor movement.

"A casual look shows a pretty powerful movement; it is large in numbers; its finances aren't bad; it even has influence. But a closer look shows it isn't what it seems to be. It is shrinking instead of expanding. It is on the defensive. When it is under attack, it runs for shelter."

Continuing his theme that the American labor movement has failed to live up to its responsibilities and potentialities, Gibbons declared:

"Today's labor movement has, in my opinion, grown far too respectable for its purpose and function. It is amazing today that a two-bit politician sits in Washington screaming for additional labor legislation to bind the labor movement and put it into further shackles."

Gibbons listed some of the main problems facing labor and the nation as:

1. 20 million jobs in America with wages under \$60 per week.
2. Millions upon millions of organized workers for whom very little concern is expressed by most labor leaders.

3. Millions upon millions of jobless workers, and their story told by false government statistics, instead of realistic figures of nearly 10 per cent of work force jobless and Negroes and Mexican-Americans suffering almost 20 per cent joblessness.

4. Automation which is destroying more than 2 million jobs a year.

5. Cities with miles of slum areas for which labor expresses little worry.

Gibbons noted that "American labor has the greatest stake of all in the struggle of Negroes for equality, yet labor is conspicuous by its absence."

Gibbons received a standing ovation when he declared:

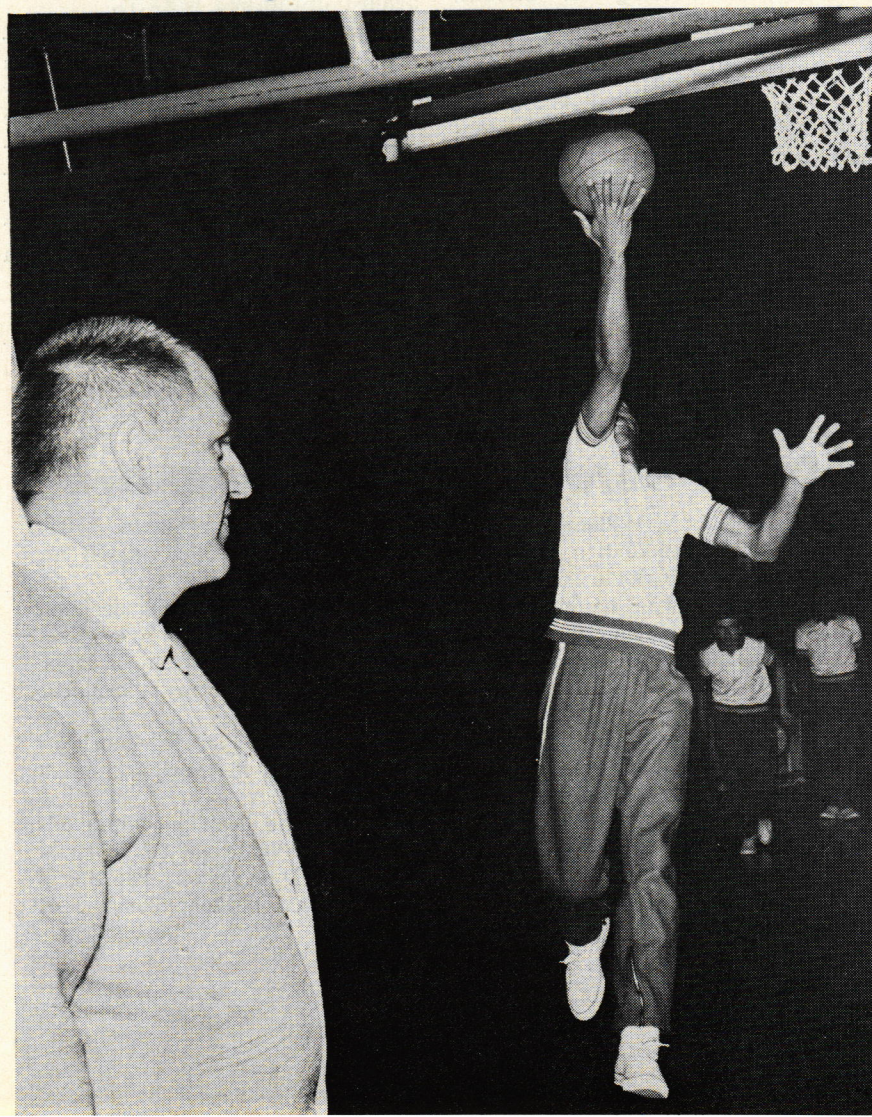
"In the richest country in the world where we can mobilize billions of dollars for war, we ought to be able to mobilize the same economic resources so that men have an opportunity for schools and decent food, clothing and housing."

The Teamster vice president ended with a plea that the labor movement renounce its cynicism, and remember the original idealism that built labor.

"We have to go back to the kind of humanism that gave us birth," Gibbons said.

The Union Touch

When the National AAU Tournament came to an end in Denver, recently, a Teamster member of Local 775 had led his team to second place. He was Charlie Teaberry, an employee of International Harvester, who sparked Capital Federal Savings entry in the tourney. He is shown here during a warmup session. Watching is Local 775 business agent, Bob Frey. Frey referees in Colorado high school football and basketball leagues, and was one of Teaberry's most ardent fans during the tournament.



Same Today ? ? ?

Management Goons Fought Early Unions With Guns, Billy Clubs, Bosses' Badges

WHATEVER became of the management goons—those bully boys with the clubs, guns, and sometimes tin badges of company authority?

They wore derby hats and iron-toed boots when they got their start just after the Civil War ended 100 years ago.

It was an era of expansion when industrial barons were developing coal, steel, and railroad empires with the sweat of returning war veterans. The vets found themselves suffering with low wages and unsafe working conditions. They began forming on-the-spot, loose-knit associations of working men to resist the unreasonable, selfish employers.

Then the goons came. Brought in by the steel mill and mine operators and rail owners, the goons came from the gutters of major cities, mostly

New York. They were toughs used to brawling army life and its lures of war-time plunder and atrocity.

For the goons, work was fool's play. It was much easier to earn high wages for brass-knuckling a working man or socking him over the head with a billy. Managers paid handsomely for this kind of "work."

Unfortunately, national policy in a sense encouraged the industrial strife of the time in which goons were pitted against dissatisfied workers.

The great push westward had begun. Congress had given enormous land grants to the railroads. Property rights reigned supreme. There were few restraints on enterprising millionaires. Local and state governments—indeed, the federal government, too—empowered developers to do whatever they had to do to pioneer the growth of the land.

Immigrants, with visions of gold on the ground, were enticed to America and created a surplus of labor. A man did not have to speak English to drive a railroad spike or dig coal. If he objected to the pay, long hours, or unsafe conditions, he was fired and another took his place.

When laboring men learned to walk off their jobs in a mass, the same thing happened—others came in mass to take their places. With them came the goons.

In the first 20 years after the Civil War, industrial unrest had reached such a condition that in many areas there were almost as many goons as workers. In fact, corporate barons created permanent squads of company police from the ranks of callous men.

The entire system of worker abuse was first brought to the attention of the nation following an anthracite strike of 22,000 Pennsylvania miners in 1888. Congress investigated labor conditions in the coal fields.

Sen. Williams' Legislation Would Outlaw Professional Strikebreakers

Senator H. A. Williams, Jr. (D-N.J.) has introduced a bill (S. 1781) which would make it a criminal offense to transport, offer oneself as, or recruit professional strikebreakers.

In comments as he introduced the measure, Sen. Williams declared that such strikebreakers are distinguished by usually having a criminal record, choosing strikebreaking as a way of life, and coming into a labor dispute for a "quick killing," and then departing for the next "troubled area."

The measure would provide for a fine of up to \$5,000 and/or imprisonment of up to two years for anyone who engages in transport, offers oneself, or recruits professional strikebreakers.

Williams declared that his bill is not intended to deny an employer's right to operate his enterprise during a strike. "His right to do so is unquestioned; this is the correlative of the right to strike. The bill is aimed at a single evil, that of the professional strikebreaker," Sen. Williams said.

Probe Resulted

The probe resulted in criticism of the companies' refusal to settle differences with their workers. The congressional report also sharply denounced the private armies of goons established by a number of coal, railroad, and iron and steel companies. The report read in part:

"Every railroad in 1865 and every colliery, iron furnace, or rolling mill in 1866, was granted by statute liberty to employ as many policemen as it saw fit, from such persons as would obey its behests, and they were clothed with all the authority of policemen in the city of Philadelphia—were paid such wages and armed with such weapons as the corporation determined—usu-

ally army revolvers, sometimes Winchester rifles or both—and they were commissioned by the governor.

"His (the governor's) decision was and is now the only limit upon the number of such policemen to be appointed and it is believed that the governor seldom refused to commission the number and particular persons asked for. They report to nobody but the heads of the corporations employing them, from whom they get their orders and which they execute generally with a mailed hand.

"It stuck some of your (congressional) committee as a curious condition of affairs, while walking the streets of Hazeltown and Shenandoah, two mining towns of several thousand inhabitants, that there were three different sets of policemen—one wearing a metallic shield engraved, 'Borough Police,' a second, 'Railway Police,' and a third 'Coal and Iron Police.'"

In the governor's office, they were "police." To struggling workers, the "police" were goons.

With congressional exposure of the private police system, corporations cut down the size of their goon armies and kept only the most vicious men on as company guards. Then whenever the corporate barons needed additional help, they called on Pinkerton's National Detective Agency which had already made a name for itself as a strike-breaking outfit.

Toughs Available

Pinkerton had hundreds of toughs available. They were shifted about as flying squads. The Pinkertons went wherever workers were asserting themselves. The most infamous Pinkerton exploit occurred during one phase of the Homestead strikes near Pittsburgh.

Three hundred Pinkertons armed with rifles fought an all-day battle with strikers. The workers won the initial conflict. But the bloody dispute continued over a period of days and was not ended until the Pennsylvania governor ordered 7,000 national guardsmen to Homestead.

The Pinkerton reputation became so soiled that Congress eventually passed a resolution prohibiting the use of Pinkerton guards at any installations maintained with federal funds.

Goon continued to be used extensively. As the 20th century opened, longshoremen, clothing workers, lumber workers, the new Teamsters Un-

ion, and all the young, growing unions of workers continued to feel the club and experience the gunshot wounds inflicted by company goons.

The last great wave of goons to inflict punishment upon American workers came in the middle 1930's when millions of men were out of a job.

One noteworthy dispute was the Republic Steel Corp. strike of 1937. Congressional investigators found later that Republic's goons were outfitted with an arsenal of 522 revolvers, 64 rifles, 2,707 hand grenades, 143 gas guns, and 245 shotguns.

Michigan, particularly, was the setting for large scale battles involving hordes of company goons. The struggling United Auto Workers fought them. Teamsters Union members fought them.

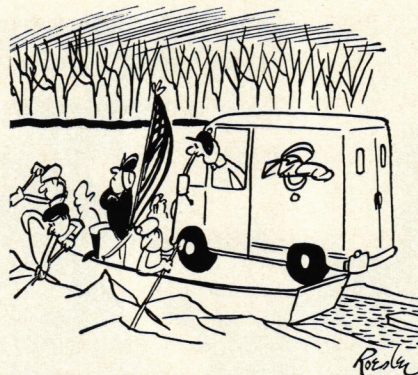
A description of goon activity of the period was given years later by General President James R. Hoffa of the International Brotherhood of Teamsters. He said:

"Our cars were bombed out. . . . Cars would crowd us off the streets. Then it got worse. They hired thugs who were out to get us, and brother, your life was in your hands everyday. There was only one way to survive—fight back. And we used to slug it out on the streets. They found out we didn't scare."

The nation finally admitted to itself that working men "did not scare," that they would continue fighting until they got what they wanted.

It was in this period that the death knell was sounded for regiments of goons: Congress passed the National Labor Relations Act of 1935. Otherwise known as the Wagner Act, the new law was designed to encourage industrial peace.

The Wagner Act made it unfair for



"Hey! You guys! Whatever happened to the regular ferry?"

employers to interfere with union organizing activities, placed upon them a duty to bargain, and created machinery for prosecuting and remedying employer unfair practices. Goons suddenly became too expensive for the wiser employers.

In the past 30 years, goons have continued to be around, of course, popping up on occasion like ugly relics of the past. Generally they have been made extinct by changes in the American way of life.

For one thing, public opinion no longer tolerates the massive onslaught of private armies of thugs against working people. Most companies dedicated to fighting unions of working men today will simply resort to professional strike-breakers or run away to a so-called "right-to-work" state where cheap, hungry labor abounds.

To Legislatures

Corporate interests anxious to preserve intact their anti-union campaigns now turn in a different direction. They go to the state and federal legislatures. They seek laws to disintegrate or in some other manner make ineffective the unions of working people.

A prime example of this tactic is the measure proposed repeatedly in recent years by Sen. John L. McClellan (D-Ark.) who would make all effective transportation strikes a crime.

Meanwhile, a new type of goon has begun to appear in recent years, and mostly in the South. The best example is the armed, mounted civilian posse of Selma, Ala., which exercised such brutality against civil rights demonstrators in that city last March.

The posse was first organized by Sheriff Jim Clark in 1958 to combat union activities in Dallas County of which Selma is the seat. Clark has admitted that the posse was formed "to handle labor strikes and any other things going on."

United Packinghouse Workers organizers were the first to experience Clark's posse when it showed up one morning at a peaceful picket line. Clark had deputized more than 50 farmers. They arrived on horseback, armed with rifles and squirrel guns. Some carried baseball bats. They were the new goons called together to maintain "industrial peace" as it was enforced 100 years ago.

So apparently the bully boys—

whether they be sheriffs or deputized volunteers, whether they fire gas or point cattle prods—are still with us. It would appear to be a shameful fact of life that wherever there is a management representative unscrupulous enough to seek the services of a goon, so too will there always be a goon available.

And, as Hoffa put it recently:

"That labor has achieved its present status is explained by the fact that for every goon squad there was a worker willing to face billy clubs, tear gas and guns, because he believed that only through organization could he obtain industrial democracy."

Baltimore Teamster Successfully Establishes ALS Foundation

James B. Dunkum, member of Teamster Local 557, Baltimore, has travelled a lonely road the past year or so, seeking to establish a foundation for funds to finance research into a fatal and little-known nerve disease—amyotrophic lateral sclerosis.

Dunkum knew little about the disease until it killed his wife. It is the same disease which killed Iron Man Lou Gehrig, late great first baseman of the New York Yankees.

Little-known as it is, amyotrophic lateral sclerosis was a hard disease to sell. People were more inclined to lend a sympathetic ear to causes to find a cure for cancer, multiple sclerosis, and other well known killers.

Dunkum, however, was a determined man. Early discouragements did not deter him from his cause. And the fruits of his determination were born recently with the issuance of a A.L.S. Foundation charter in the State of Maryland.

Contributions have already been received from Teamster Joint Council 62, and from Locals 355, 557 and

822. Office furniture and equipment has also been received from the local unions.

Dunkum recently had an audience at the White House with Dr. Edward Forgetson, of President Johnson's staff. He was accompanied to the White House by Norman Mathias, also of Local 557, who is president of the newly-formed Foundation.

The program now calls for "popularizing" the disease, via billboard advertising. Outdoor Advertising has donated space on billboards, but the A.L.S. Foundation will have to supply the necessary copy. Copy per billboard runs approximately \$6.71 each.

Anyone wishing to sponsor a billboard poster is urged to send a contribution to the A.L.S. Foundation, Glen Burnie, Maryland.

A.L.S. Foundation is a non-profit organization, and funds will be used exclusively for research to find ways to save victims of amyotrophic lateral sclerosis for which there presently is no cure.

Teamsters James B. Dunkum (center) and Norman Mathias (right) show articles of incorporation establishing a foundation to fight a fatal disease to Dr. Edward Forgetson (left) of President Johnson's White House staff.



Bobbie, The Adventurer

The annual Explorers Club dinner in Manhattan last month was to have been addressed by the junior senator from New York, Bobbie Kennedy. But, Kennedy was detained in Washington, D. C., at the last moment. As Time magazine puts it, "Perhaps it was just as well."

The Explorers Club was, however, treated to a five-minute, color movie showing Adventurer Bobbie conquering the treacherous slopes of Mt. Kennedy, a feat never before accomplished.

The laughter was deafening at every glimpse of the daring Senator from New York as he mastered one of Mother Nature's most challenging climbs.

Manhattan Lawyer Richard Steel, director of the New York Explorers Club, said:

"When you see Bobbie being carried 8,000 ft. up the mountain by helicopter, then being carried the rest of the way between two professional climbers, a certain amount of gibing is to be expected."

• Benefits Increased

General improvements in benefits paid by the Health and Welfare Fund of Teamster Local 937 in Baltimore, Md., have been announced by the fund's board of trustees.

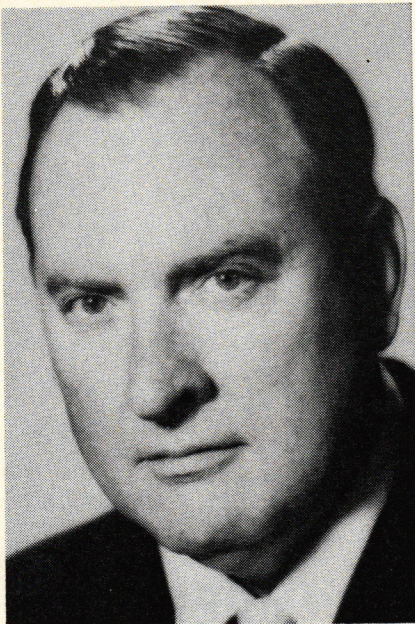
Shively Puts Lie to Lie Detector

The city council in Shively, Kentucky, a city of 20,000 just outside of Louisville, has passed an ordinance prohibiting the use of the polygraph—the so-called lie detector—test as a condition of employment.

The sponsor of the ordinance, T. D. McMillan, said he believes that a man should be hired only on his character and qualifications and that the polygraph imposes an unfair burden on the potential employee and is frequently inaccurate.

New Orleans Teamster Named To City Planning Commission

Charles D. Winters, president of Teamster Local 270 in New Orleans, La., has been appointed to the City Planning Commission of New Orleans.



Charles D. Winters

Winters was named by the mayor to complete the unexpired term of another commission member. Winters' appointment expires June 30, 1968.

News of his civic responsibility came to Winters shortly after he received another appointment—this one from General President James R. Hoffa—as a special organizer for the International Brotherhood of Teamsters.

Warehouse Leader

Winters has long been a leader in warehousing work at both the International and Southern Conference level.

He took part in the National Warehousing Division planning 3 years ago that culminated in a master work agreement with National Tea Co., in late 1963.

Winters served as secretary of the National Tea council in the Ware-

house Division and was instrumental in negotiating the agreement—first of its kind—with the grocery chain.

Accident-Free Driver Invents Revolutionary Safety Mirror

Teamster Ben Evans, of Local 303, in Baltimore, Md., had a reputation for getting things done. More than once he has hit the headlines for his organizational ability.

Recently he organized a group of Teamsters to move the headquarters of the Baltimore League for Crippled Children and Adults—at no cost to the league.

Four years ago, one of Chesapeake Bay's historic and romantic events—the Chesapeake Oyster Fleet Skipjack races—floundered for lack of organization and enthusiasm. Evans revived the event and preserved a bit of tradition for the area.

Evans has been an accident-free truck driver for American Oil Company for 29 years, and he's now come up with what he calls his "See-Around-Mirror" which he says:

"Fills a great void—the sight and consequent knowledge of what lies directly in back of a truck's rear bumper, and the 8 to 10 feet of space that up to now we truck drivers have only been able to guess about."

Says Evans: "Are there children hanging onto the bumper? Is there someone crossing to the rear as we reverse? Is there a car there? All this can be checked by merely glancing into the See-Around-Mirror as you back up."

Evans' mirror works like this. It has a convex surface, and it attaches to the left rear corner of the truck, about half way up. Seated in the cab, the driver can look into his regular rear view mirror and see the image in the convex mirror, a full view of the back bumper and the space immediately behind.

Evans got the idea when he almost broke his accident-free record one day several months ago. Maneuvering his truck from a parked position, he started to back over a compact car

The National Tea contract, representing the ideal agreement outlined at the original warehouse meeting, has since been described as operating very successfully for more than 1,700 Teamsters in 13 different local unions.

which had come up from directly behind. But for the warning shouted by a pedestrian, Evans would have flattened a compact. But, fortunately he didn't even dent a fender.

It was then his organizational mind went into gear. He contacted a friend handy at the art of constructing gadgets. The friend made up a set of mounting brackets and a frame for a See-Around-Mirror. They tried the preliminary design on Ben's truck, applied for a patent, and decided to go into partnership to develop the mirror.

The chairman of the Maryland Traffic Safety Commission saw one of their demonstrations and declared that the mirror could be one of the biggest safety improvements for truck drivers in years.

Teamster Ben Evans points to his See-Around-Mirror, mounted on the back of the truck. When mirror is properly positioned, driver in cab can see area behind truck by looking into regular rear view mirror. Refinements call for a lighting system which can be used for night deliveries.



Motorcades Are Rolling

Teamster Wives Make Impact on Congress With Their Vast Legislative Knowledge

TEAMSTER WIVES from across the land are visiting Washington, D. C., these days to make known their views on a number of legislative issues, as part of the International Union's continuing drive to give its membership the means to effectively participate in the legislative process.

DRIVE Motorcades (bus and plane) are the banner under which members of DRIVE Ladies Auxiliaries from local union and joint council units make the trips to personally visit their Senators and Congressmen.

DRIVE (Democrat, Republican, Independent, Voter Education) is the political education and legislative arm of the International Brotherhood of Teamsters.

Starting in late March, the Motorcades began arriving in Washington to begin the great conversation between



DRIVE Motorcades were busy in Washington last month, talking to congressional delegations about such important issues as repeal of the federal compulsory open shop law, Section 14(b) of Taft-Hartley.

Teamster wives and congressmen on such issues as:

1. Repeal of Section 14(b) of Taft-Hartley, that section of the Federal labor law which gives the states the right to pass compulsory open shop laws.
2. Federal Aid to Education.
3. Passage of the Voter's Rights Bill.
4. Passage of Medicare through Social Security.
5. Legislation to properly regulate illegal trucking which threatens Teamster jobs and highway safety.
6. An increase in the minimum wage.
7. Protection under the Fair Labor Standards Act for migratory and farm workers.

Those are but a few of the issues which members of DRIVE Motor-

acades discuss with their congressional delegations, and the word on Capitol Hill is that Teamster wives are among the best informed of all persons who discuss legislation with Senators and Congressmen.

Experienced legislators such as Sen. Vance Hartke (D-Ind.) and Sen. Jennings Randolph (D-W. Va.) have declared that Teamsters wives show a remarkable grasp of what is going on in the nation's capital, that they are meticulous in their checks on congressional viewpoints, and forceful and direct in making their own views known.

Other members of Congress have echoed these comments at luncheon meetings and at Motorcade banquets, applauding the sparkling presentation of reports by DLA units reporting back to the full DRIVE delegation.

Verbal bouquets for the Teamster lobbyists have come from Reps:

Ray Madden (D-Ind.).
J. Edward Roush (D-Ind.).
Richard Roudebush (R-Ind.).
William Bray (R-Ind.).
Winfield Denton (D-Ind.).
Lee Hamilton (D-Ind.).
Andrew Jacob, Jr. (D-Ind.).
Charles P. Fransley (D-Ky.).
Carl Perkins (D-Ky.).
Arch Moore (R-W. Va.).
John Slack, Jr., (D-W. Va.).
Ken Hechler (D-W. Va.).

Behind the bouquets and applause for one of the best lobbying jobs in Washington, D. C., are hours of hard work and preparation during which Motorcade members sit in seminars studying legislation which is of particular interest to Teamsters and to working men and women generally.

First Hand Experience

And there is first hand experience which the Motorcade members bring with them to Washington, such as the Indiana Motorcade whose members have only recently escaped from the tyranny of Section 14(b) with the repeal of Indiana's "right-to-work" law.

These Motorcade members can and did discuss the impact of compulsory open shop laws in depressing wages and creating labor strife, because they have lived in that jungle atmosphere and also in the atmosphere of sound labor management relations in union shop situations.

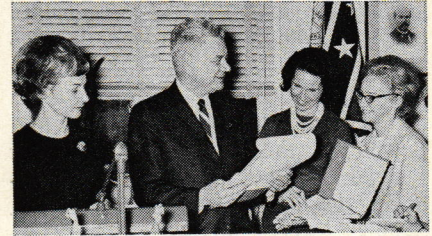
There was general agreement on Capitol Hill that the visits of DRIVE Motorcades to the Halls of Congress had helped the cause of repeal of Section 14(b) and other measures of in-



Congressman John Dowdy, of Texas, meets with group of Motorcade ladies who are accompanied by Randall G. Miller, president of Joint Council 58, and Joe Peveto, business agent for Local 968.



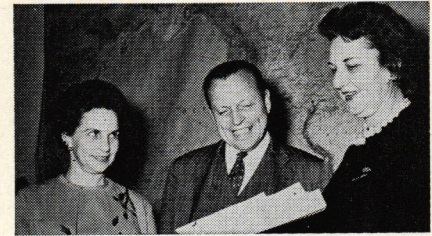
R. B. Moon, Local 949; Ellie Swindell, Local 745; Beth Branch, Local 745; and Congressman W. R. Poage, of Texas.



Georgia Beckham, Lois Doster, Sharon Doster, of Local 728, with Congressman Matson O'Neal, of Georgia, talk repeal of 14(b).

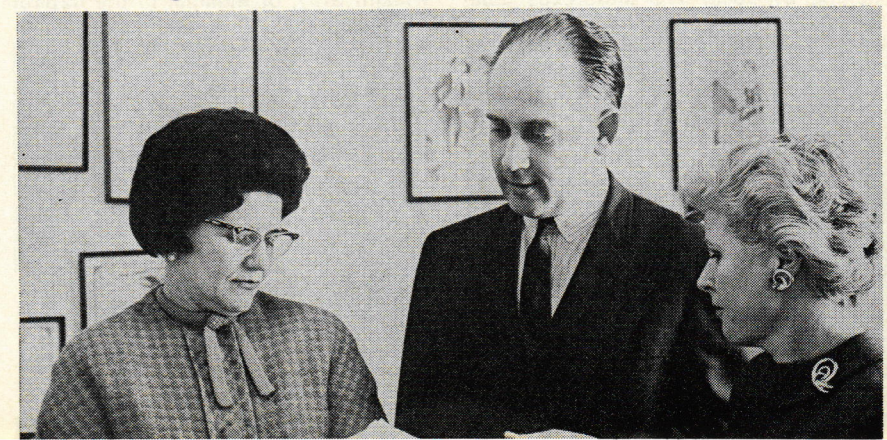


W. L. Pilano, Mrs. Jean Beard, Senator John Tower, and Mrs. Joyce Johnson, shown giving the Dallas viewpoint to Sen. Tower.



Eloise Pierce and J. J. Smith, of Local 612, discuss legislation with Congressman Glenn Andrews, of Alabama, on recent motorcade.

Meeta Adams, Mobile, and Minnie Smith, Eight Mile, Alabama, go over a check list on legislation with Congressman Jack Edwards, of Alabama, during recent visit to Washington, D. C.





A lighter moment is enjoyed by Mrs. Jean Beard and Marcelene McCoy, both of Dallas, with Congressman Earl Cabel.



Barbara Johnson, of Local 512, Jacksonville, Fla., visits with Senator Spessard L. Holland, holding missile model.



Eloise Pierce, N. H. Dyers, Senator Lister Hill, J. J. Smith, in a discussion of Local 612's legislative ideas.

terest to the DRIVE contingent, both as members of the general public and as wives of trade unionists.

An innovation, of sorts, was introduced to legislative hearings when Sidney Zagri, Teamster legislative director, testified recently before the House Judiciary Committee on the

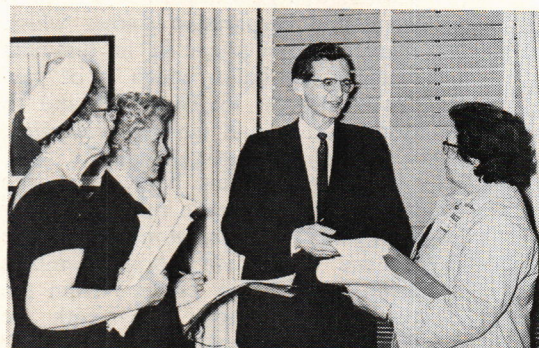
Congressman Claude Pepper is center of attraction for Beverly Hancock, Local 390, and Irene Faugno, Local 769.



Congressman John Slack, of West Virginia, is the target of legislative questioning by Local 175 Motorcade delegation.



Florida Senator George A. Smathers gives his views during speech to banquet session of Florida-Georgia motorcade.

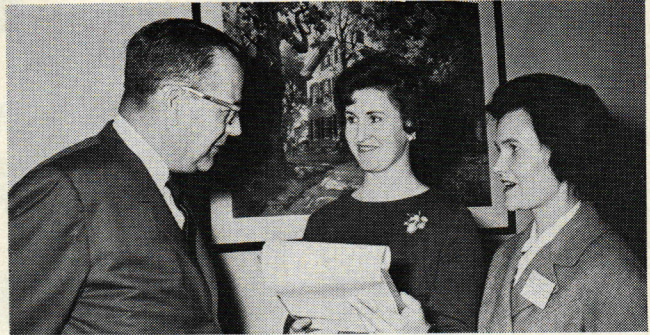


This huddle includes Mildred Smock, Local 175, Senator Jennings Randolph, of W. Va., L. A. Carter, of Local 175, and Governor Hulett Smith.





Margaret Yost, Delores Nolan, and Congressman Charles Halleck, discuss Indiana politics and Washington trends.



Congressman Tim Lee Carter, of Kentucky, confronted by Nadine Maynard and Ruth Snider, of Local 89.



Mary Merriman, Indiana Conference of Teamsters, Sen. Vance Hartke, and Ginger Corbett, Local 364.



Teamster General President James R. Hoffa and Florida Congressman Claude Pepper at DRIVE banquet.



Congressman Edwin E. Willis, Louisiana, is banquet speaker. Listeners are Hoffa and Sidney Zagri.



U.S. Commissioner of Education Francis Keppel discusses aid to education with interested Motorcade member.

chanism, instead of relying on the discretion of the executive or the courts for initiating action.

3. Elimination of all existing devices used to discriminate in denying voting rights.

4. Protection for the individual from economic or physical reprisals for exercising such rights.

5. A remedy for the wrongs of discrimination by setting aside elections and calling for new ones within reasonable time after the registration or mechanism has been instituted.

There was also general agreement that Congress will not soon dismiss the importance of these Teamster Motorcades which plan to return home to continue the program.

Homework

DRIVE Units will return home and:

1. Report back to their local DLA chapters and spread the word of their Congressional visit in their other organizations such as their church groups, PTA's and woman's clubs.

2. Play an active role in DRIVE membership campaigns, working to enroll all members of the Teamsters Union in the union's legislative and political action program.

3. Call upon their neighbors to build community interest in legislative problems in Washington, D.C.

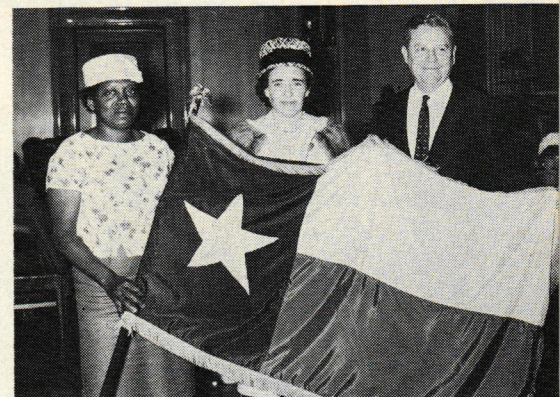
4. Make full use of audio-visual aids supplied by DRIVE to local units, such as film strips which can be viewed on DRIVE Couriers (a portable, sound-picture machine which can be taken onto the docks, into the homes and meetings) to tell the story of the legislative needs of working men and women.

Teamster President James R. Hoffa, president of DRIVE, made it a point to attend every DRIVE function his busy schedule would permit. Said Hoffa:

"These women have undertaken



Congressman Frank Chelf, of Kentucky, fields questions from Local 100 motorcade delegation.



Senator Ralph W. Yarborough displays the flag of the Lone Star State with two of his proud constituents.

Motorcade becomes Jet-Cade as these Teamsters wives land for visit to the land of Congressmen and Senators.





Congressman Ray Madden with Norman Murrin, president Ind. Conf. of Teamsters and Bill Jenkins, Michigan City, Indiana, Local 298.



Congressman Hale Boggs, Louisiana, is flanked by Teamster wives seeking his stand on important legislative issues.



Senator Jennings Randolph, W. Va., and Gov. Hulett Smith, with W. Va. Motorcade delegation.



Sen. Herman Talmadge, Georgia, enjoys a visit with Motorcade ladies after a discussion of pending legislation, including repeal of Section 14(b) of Taft-Hartley.



Senator John Sherman Cooper, of Kentucky, is recorded on his legislative stand by Motorcade delegates.



Congressman James A. Mackay, of Georgia, was speaker at DRIVE motorcade luncheon.

Cong. Paul G. Rogers, Fla., observes as DRIVE motorcade delegates record his stand on pending legislation.



Representative Charles L. Weltner, is questioned by Mrs. Henry Murphy, and Mrs. Shirley Irwin, Local 728.

one of the union's most important jobs—that of letting Senators and Congressmen know that we in the Teamsters are in politics to stay.

"We are both gratified and amazed by their capacity for work when they come into Washington, D.C. They do enjoy a few tours and a little relaxation, but their appetite seems to be for the job they came to do, and they do it well," Hoffa declared.

As this issue of the *International Teamster* magazine went to press, the following local unions and joint councils had sent Motorcades to Washington, D.C.:

Joint Council 69, Indiana; Joint Council 94, Kentucky; Joint Council 84, West Virginia; Local Union, 100, Cincinnati.

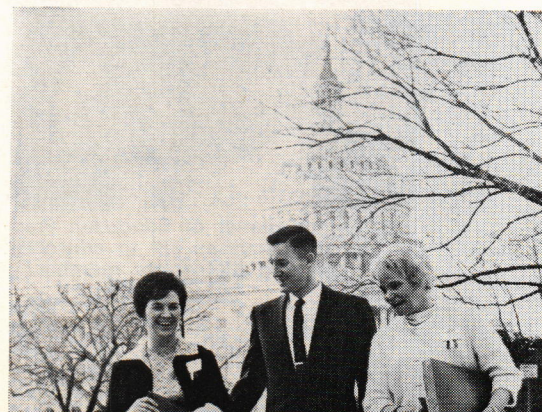
Joint Councils 58 and 80, Texas; Joint Council 93, Louisiana, and Alabama; Local Union 612, Birmingham, Alabama; Local Union 402, Muscle Shoals, Alabama; Local Union 891, Mississippi.

Georgia and Alabama Conference of Teamsters; Joint Council 89, Alabama; Local Union 515, Georgia and Chattanooga, Tennessee.

Joint Council 45, Iowa; Joint Council 81, Nebraska; Joint Council 39, Wisconsin.

Immediately following the Easter recess of the Federal Congress, a Motorcade from Joint Council 40, in Pittsburgh, will be in Washington, D.C.

A peaceful stroll in pleasant Washington, D. C., with capitol dome in the background.



● In McClellan's Home State???

A report by the Election Research Council, Inc., placed in the *Congressional Record* by Rep. Melvin Laird (R-Wisc.), claims that a widespread pattern of election fraud existed last November in Arkansas. Claiming to be bi-partisan, the Council declared:

"Examples include a migratory worker casting ballots in four counties; a warning to a Little Rock attorney to 'get out of town by sundown' when he asked to see public voting records in the home county of Gov. Faubus; and results of handwriting analysis which showed that 47 applications for absentee ballots from nursing home residents had been forged.

● Corporations Prosper

After-tax profits of almost 4,000 leading corporations increased 14 per cent in 1964. The total after-tax profit was \$30.1 billion. Profit margins, according to the *Economic Letter*, a bank publication, were at their highest rates in 8 years. Nearly 4 of every 5 corporations, according to the bank survey, increased earnings last year. Only the heavily-subsidized sugar industry reported a decline in net earnings for 1964.

● Vehicle Production

World motor-vehicle output in 1964 was the greatest in history with a production of an estimated 22.1 million autos and trucks. The total was 11 per cent higher than the old production mark of nearly 20 million vehicles in 1963. United States production last year was 2.1 per cent ahead of 1963. The other 20 nations that produce vehicles had a combined increase of about 18 per cent in the same year.

● Job Vacancy Survey

The Labor Department is expanding its survey of job vacancies from 16 cities to 150 cities. The reason is to determine how much structural unemployment exists—that is, where available jobs and available skills do not match. The situation where a given city has a surplus of skills but not jobs and another city has a surplus of jobs but no skills to match is considered a major villain in the unemployment picture.

● Truck Tonnage Up

Intercity freight tonnage hauled by truck during February increased 7.3 per cent compared with the total hauled in the same month last year. The American Trucking Assns., Inc., which conducts weekly surveys, said less comprehensive reports indicate that truck tonnage during March and early

April also was ahead of comparable periods of 1964. Nearly 350 general freight carriers hauled slightly more than 7 million tons of freight in February.

● Corporate Mergers

Smaller manufacturing companies have been gobbled up rather rapidly by the 200 largest corporations in the United States during recent years. The big boys now hold 54.6 per cent of all manufacturing assets in the nation. Altogether, the top 200 corporations have acquired 2,000 concerns since 1950. The economics director of the Federal Trade Commission says that if the trend continues, the top 200 firms will control two-thirds of the country's manufacturing assets by 1975.

● Bargained Pay Gains

Settlements in new collective bargaining agreements this year are running slightly higher than in 1964. The Bureau of National Affairs reports that first quarter median settlements for all industries provided for hourly wage gains of 7.7 cents compared with 7.4 cents in the same quarter last year. Non-manufacturing gains amounted to 9.8 cents this first quarter compared with 9.1 cents in 1964. Manufacturing gains were 7 cents this quarter compared with 6.9 cents in the same period last year.

● Gasoline Hearings

Public hearings are scheduled early in May by the Federal Commission on the competitive problems of marketing gasoline. The FTC industry-wide inquiry will study the pricing of gasoline at all levels of distribution. It also will check on the causes and effects of gasoline price wars. Another phase of the inquiry will concern gasoline grades and qualities.

● RTW States Sad

A survey of so-called "right-to-work" states shows that nearly all of the 19 states are at the bottom of the list in fair labor standards. None match the \$1.25 federal minimum wage. Only 2 of the states have a minimum of \$1 an hour and that floor is only for women. Eleven of the states have no minimum wage law. Only 3 of the states have equal pay for women laws. Three-fourths of the states fail to measure up to international labor standards dealing with child labor.

● Everyone Benefits

"Who has benefited (from collective bargaining)? The working man has, at least the employed working

man. His average weekly wage, now in the neighborhood of \$106, has gone up almost \$4 over the past year and about \$17.50 since early 1961, an increase of about 15 per cent. Have corporate profits suffered? Quite the contrary. The rate of corporate profits after taxes rose from \$19.5 billion early in 1961 to \$32 billion at the end of 1964, an increase of well over 50 per cent."—Arnold Ordman, General Counsel of the National Labor Relations Board, in a speech March 20, 1965.

● Health Plan Popular

Great Britain's National Health Service is very popular with the people. An estimated 97 per cent of all Britons have elected to use an NHS family doctor rather than avail themselves of optional private treatment. Doctors under NHS aren't suffering either—although they want more pay. They average a net income of \$7,742 a year compared with the average factory worker's wage of \$2,500.

● Moonlighter Score

A total of 3.7 million persons held more than one job in May, 1964, representing 5.2 per cent of all persons employed on that date, according to the Labor Department. Among the multiple jobholders were about 2.1 million workers with two wage or salary jobs. The other moonlighters combined self-employment with a wage or salary job. Farmers and professional workers were found to have the highest moonlighting rates—10 and 7 per cent respectively.

● Labor Predictions

Projections of the labor force prepared by the Bureau of Labor Statistics indicate that about 91 million civilian workers will require jobs in 1975. It is estimated also that total manpower requirements in the U.S. may rise from the slightly more than 70 million workers employed in 1964 to more than 88 million needed in 1975. The projected rate of increase implies a future rate of growth twice as fast as in the last decade.

● Big Gain in GNP

Production of goods and services in the United States made the biggest jump in more than 3 years during the first quarter of 1965. The Commerce Department reported that the Gross National Product rose to an annual rate of nearly \$650 billion in the quarter. The figure was more than \$14 billion above the fourth quarter rate of last year. Consumers provided the major share of the advance, increasing their purchases at a rate of nearly \$12 billion.

● Workers Drive Cars

About 41 million of the 50 million Americans who commute daily to their jobs use automobiles as their primary means of transportation. A Census Bureau survey made in late 1963 showed that 2 of every 3 of the 41 million motorists drove alone.

For every worker who used public transportation to get to his job, there were 6 who traveled by car. The survey also showed that more than 40 per cent of all commuters lived outside the range of public transportation.

● U.S. Joblessness Tops

The unemployment rate in the United States, although substantially reduced in 1964, still is considerably higher than jobless rates in other major Western industrial nations. The Bureau of Labor Statistics said the unemployment rate for the U.S. last year was 5.2 per cent. Adjusted to U.S. definitions, the rates for 7 other countries were: 4.7 per cent for Canada, 2.9 per cent for Italy, 2.5 per cent for France and Great Britain, 1.6 per cent for Sweden, 1.0 per cent for Japan, and 0.4 per cent for Germany.

● Pity for the Rich

When the umpire bellowed "Play Ball" to open the major league baseball season in Houston's famed new stadium with the controversial dome, there was general agreement that there were only 53 bad seats. The bleacher fan was only about 45 feet from the playing field, but up in the "Sky Boxes," sat the rich, 115 feet from the playing field.

As compensation for occupants of the 53 Sky Boxes—which rent from \$15,000 to \$32,000 a season—were one-room suites, directly behind the boxes, equipped with refrigerator, ice maker, bar, toilet, closed-circuit TV to broadcast Dow Jones stock averages, and a six-foot butler dressed in gold and orange.

● ILWU Supports Boycott

The 16th biennial convention of the International Longshoremen's and Warehousemen's Union, last month in Vancouver, B. C., unanimously adopted a resolution calling for a boycott of all Alabama goods.

The union resolved to "refuse to handle any goods or merchandise from Alabama coming across the docks or through the warehouses until the rights of all the people of Alabama are recognized and fully protected."

● 29 High Jobless Areas

Despite glowing economic reports and statements of record corporate earnings and dividend payments, there are still 29 major employment centers in the U.S. suffering from more than 6 per cent of the work force without jobs.

Those areas are: Fresno, San Diego, San Jose and Stockton, Calif.; Waterbury, Conn.; South Bend, Ind.; Brockton, Fall River, Lawrence-Haverhill, Lowell, New Bedford, and Springfield, Chicopee-Holyoke, Mass.; Duluth-Superior, Minn.; Atlantic City and Paterson-Clifton-Passaic, N.J.; Utica-Rome, N.Y.; Altoona, Johnstown, Scranton, and Wilkes-Barre, Pa.; Mayaguez and Ponce, Puerto Rico; Providence-Pawtucket, R.I.; Seattle and Tacoma, Wash.; Charleston, Huntington-Ashland and Wheeling, W. Va.

WHAT'S NEW?

Prevents Flat Tires Before They Happen

A New York distributor is presenting a permanent sealant, made by a patent-pending process, that bonds rubber to rubber and prevents flat tires before they happen. It is a liquid that is injected from a plastic squeeze bottle directly into the tire through the air valve. Because it adheres only to rubber, it will not clog the valve. Neither harmful nor toxic, the product has been independently tested and proved not to upset the balance of the tire. The manufacturer further states that the product will not ball or gum and is not affected by heat at temperatures up to the boiling point or down to 14 degrees below zero.

In demonstrations of this additive, tires have maintained their pressure after being punctured more than 100 times with nails up to the 16-penny size. The product can be used on all tires, new or old, tube, tubeless or retread and one application will last the life of the tire.

Anti-Freeze with Pine-Scented Air Freshener

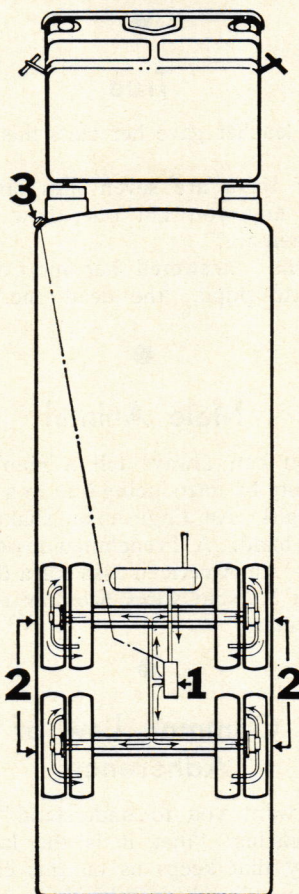
An Indianapolis firm is offering an anti-freeze solution for windshield washers that incorporates a pine-scented air freshener. When using the washers, the pleasant scent eliminates alcohol odors entering the vehicle through the fresh-air intake.

Maintain Tire Pressure on Trailers

Both fleet and factory installation is possible for a new tire pressure maintenance system that automatically maintains pressure in rolling tires. If a slow leak develops in any tire, air is fed to the valve until the cause is detected. The system establishes no connection between the tractor and the trailer but a flashing light, visible through the rear-view mirror, warns the driver of a major leak, blow-out,

loose wheel or damaged bearing.

The air-brake reservoir supplies the air for the system and a protective valve protects the reservoir from being bled below the level of safety. The rotating hub joints of the pressure maintenance system receives air through the axles (solid spindles must be drilled), and all tires are served independently. In case of a broken or



leaking air line, check valves prevent loss of air. In the diagram, the control box (1) regulates tire pressures, feeds air to valves, protects the reservoir pressure and activates the warning light. The rotating hub joints (2) form air connections between axle and tire valves and the flashing light (3) is mounted at the front of the trailer to warn the driver of serious trouble.

Electronic Speedometer Offers High Accuracy

Maximum accuracy with minimum maintenance are the claims of an electronic speedometer just introduced from California. Mounted on the right front wheel, the sensing units transmit the pulsations to the dash-mounted

meter through a single lead wire. Adjustments are made to the rolling diameter of any size wheel on any type of vehicle and, regardless of the roughness of the road, the meter needle action is smooth.

Market Portable Wheel Balancer

In a new portable wheel balancer, features include a self-leveling capacity on any surface, an easy-to-read circular level, chrome-plated shaft and large aluminum base with built-in weight trays.

Easy Identification Of Drill Bits

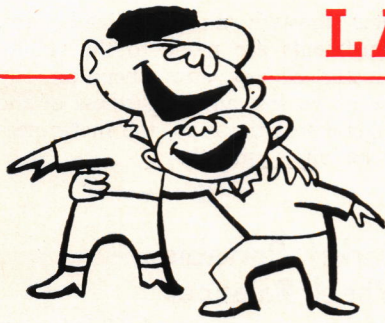
From St. Paul comes an indexed drill bit holder in which each sleeve is sized and marked for quick identification of bit diameter. Made of heavy-duty welded steel, the holder is designed to hang on the wall or mount on a drillpress or workbench.

Mechanic Training in Home Study Course

An Oregon training service, accredited by the National Home Study Council, is offering home-study courses for mechanic training. Manuals, featuring simple text and graphic illustrations, provide both basic and advanced technical details. Trainees receive a course planning guide, study materials and graded examinations and both trainees and graduates may get personal help from instructors for up to two years after enrollment.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018

A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.



LAUGH LOAD

Swinging Bird

The shop mechanic, who was quite an outdoor cook, invited the fleet supervisor for Sunday dinner. He decided to barbecue chicken on the outdoor grill. After he'd made all his preparations, donned his chef's costume and had the chicken on the spit, he started to turn the crank. As the heat increased and the bird dipped fat onto the coals, the flames leaped up and caressed the bird to turn it a delicate brown. The shop mechanic kept on turning the crank and turning the crank.

Finally, a beatnik who was visiting next door and had been watching the process, just couldn't contain himself any longer. He yelled over the hedge: "I don't want to bug ya, Dad, but your music's stopped and your monkey's on fire!"

Fair Comparison

When a little donkey was startled by a foreign car on a roadway, it gasped, "What are you?"

"I'm an automobile," replied the tiny car. "And what are you?"

"I," replied the donkey, swelling with pride, "am a horse!"

'Tis Said

Punctuality is the art of guessing how late the other person is going to be.

What's Her Name?

When the psychiatrist asked the busy executive (who had brought his wife in for treatment) what her trouble was, the man replied, "Well—uh—'What's-her-name' here says I haven't been paying enough attention to her."

Financial Success

A Teamster said modern man is one who drives a mortgaged car over a bond financed road on credit card gasoline.

True

A teacher gave her class this problem:

"If there are seven flies on your desk and you kill one, how many will remain?"

"One," answered her most down-to-earth pupil, "the dead one."

Male Animal

You can always tell a man's nationality by introducing him to a beautiful girl. An Englishman shakes the girl's hand. A Frenchman kisses her hand. An American asks for a date—and a Russian wires Moscow for instructions.

Common Law of Adherence

"I want you to understand," said the teacher, "that it is the law of gravity that keeps us on this earth."

"Please," asked little Nellie, "how did we stick on before the law was passed?"

Woman Driver

Miss Newdriver to garage man: "They say I have a short circuit. Can you please lengthen it while I wait?"

Lovers' Lane

A couple was parked in lovers' lane, but the girl refused to kiss the boy until he drove to another spot a mile or so away.

Puzzled, the lad asked: "What was that all about?"

Shyly she replied: "It's just that I don't believe in love at first site."

The Good Life?

Father, trying to point out the advantages of a good clean life to his son: "Son, I know a man who doesn't drink, smoke or chase women, and he has just celebrated his 100th birthday." Son: "How?"

Ten Cent Value

The dime isn't entirely worthless—it makes a fairly good screwdriver.

Life Line

"Yes," said the mountain climber, "I always keep a rope tied around my waist. It has saved my life more than once."

"But," said the listener, "it must be awful to be left hanging from a rope. Don't you ever feel nervous?"

"Well, not exactly nervous," came the reply. "Just highly strung."

Used TV

Sign on a Birmingham TV set: "For sale. It's had only one owner—a little old lady with weak eyes."

New Flavor Ice Cream

Truck Driver: "I guess I'll have ice cream for dessert. What flavors do you have?"

Diner Waitress (in a hoarse whisper): "Vanilla, chocolate and strawberry."

Truck Driver (sympathetically): "Have you got laryngitis?"

Waitress: "No, just vanilla, chocolate and strawberry."

Wisdom

The fellow who thinks he knows it all is especially annoying to those of us who do.

Miracle

A little old lady was going through customs at San Francisco. An inspector asked her what she had inside a bottle in her valise.

"Holy water," she replied in a thick Irish brogue.

The inspector uncorked the bottle and took a swig. "For Pete's sake," he exclaimed. "This is Irish whiskey."

"Saints be praised!" exclaimed the old lady. "It's a miracle!"

FIFTY YEARS AGO

in Our Magazine

Vol. XII

(From the May, 1915, issue of the TEAMSTER)

Number 5

How Shorter Workday Effects Wage Earner

Decreasing the hours of labor is a revolutionary force. Contrast the life of the toiler who works twelve hours with that of one who works eight hours. The difference in the workday affects personal habits, standards of living and social relations.

The man who works twelve hours spends perhaps one hour going to and from work, and surely some time for meals—the rest of the day is for sleep and—shall we say—opportunity for self-improvement. Twelve long hours of work exhaust physical strength and fill the whole body with the poison of fatigue. The time for rest is sufficient only partially to counteract fatigue.

Men and women will not continue indefinitely to work for wages that force them to live below their concepts of what constitutes standards of living.

This is why the shorter workday is one of the primary, fundamental demands of organized labor. The labor movement represents organized discontent with poorer conditions and definite purposeful effort to secure better. It represents ambition and ideals.

CORRESPONDENCE

CHICAGO, ILL.

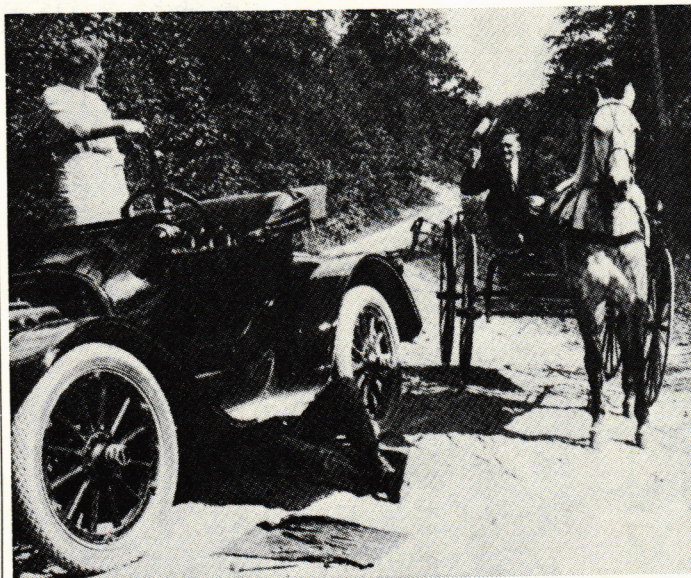
Mr. D. J. Tobin, Indianapolis:

Dear Sir and Brother—As secretary of Milk Wagon Drivers' Local No. 753 I am instructed to extend to yourself and Brother G. W. Briggs the heartfelt thanks and appreciation of our members for your very able assistance in adjusting our wage agreement just closed.

I am glad to say that I believe it is among the best conditions obtained for the members of one of the crafts who have to work 365 and sometimes 366 days a year; and, while it is by no means all we think we should have, we feel it is a step in the right direction.

W. A. NEER.

Board Announces End of Milk Drivers Strike



This scene was repeated over and over again across the country as the reliable old horse and buggy gallantly came to the rescue of motorcars stalled in spring mud. Few states currently have paved roads and it looks as if it may be another year before Congress gets around to appropriating money to aid the building of paved roads and interstate highways.

Chicago Milk Drivers Impress Tobin

The Milk Wagon Drivers of Chicago have just signed up their agreement. The wage scale is just the same as the one they have been working under. There are 2,600 members in the local union. The men average about \$22.50 per week. This year they gained, through concessions granted by their employers, two weeks' vacation with full pay. For six months of the year they pull out at 8 o'clock in the morning, and the other six months, or during the summer, they pull out any time they want to, but must be through and put up in the stable not later than 12 o'clock noon. I attended their meeting at the North Side Turner Hall, and it was one of the largest and most enthusiastic that I ever witnessed. Over two thousand men were in attendance, mostly all young men, well dressed and of intelligent appearance, as the average age of the members of this local is not

more than twenty-eight years, due to the fact that the men have to be young in order to take care of this work, which taxes every ounce of energy in the human system.

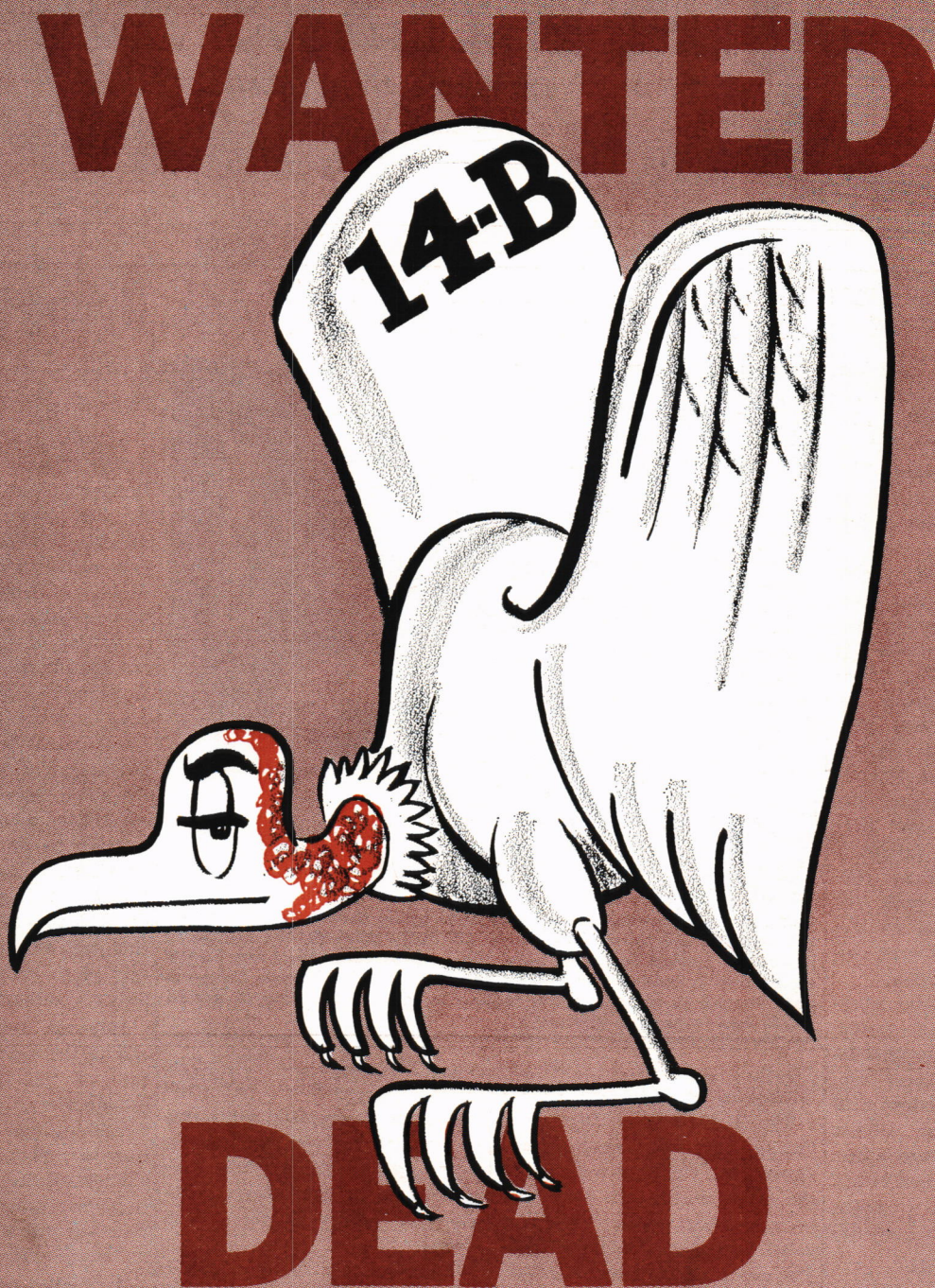
We have only to look back a few years to see where the milk wagon drivers of Chicago were working for \$35.00 a month; working all kinds of hours, and a man would be considered absolutely insane if at that time he said that the time would come when the employers would grant to every man working at this industry a two weeks' vacation with full pay. Who is it that would dispute the fact that the trade union movement is the salvation of the working classes? All other doctrines advocated to relieve and help the working masses may have their beneficial effect, but it remains with the trade union movement to bring about just conditions.

2 Weeks Paid Vacation Part of New Contract

A meeting of the General Executive Board was held in Indianapolis last month. One of the first items of business was General President Tobin's report on the Chicago Milk Drivers strike. President Tobin stated that he had not intended to call a meeting of the General Executive Board until May 1, but owing to conditions that arose in Chicago as a result of the fact that Local No. 753, the Milk Wagon Drivers' Union, was unable to reach an agreement with their employers, who had obstinately refused to do anything toward granting the men any concessions, and had refused arbitration, he decided to call the meeting on this date so that he might properly place before the Board the entire situation.

However, between the time of calling the meeting and the members of the Board arriving at headquarters, that Tobin had visited Chicago and was in a position to report that an amicable adjustment had been reached, the employers granting a two weeks' vacation with full pay to all men in their employment on April 1.

He further made a general summary of conditions existing in the International Union covering the twelve months since the last Board meeting, from April 1, 1914, to April 1, 1915, showing that for these twelve months the General Office had received per capita tax on an average membership of 51,600. He also made a report of the financial condition of the International organization, also showed the number of charters issued and charters suspended. He also dwelt upon the industrial situation throughout the country, which has had a material effect on the general membership of our organization.

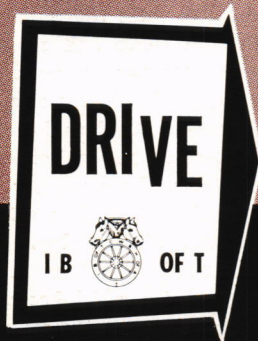


Section 14(b) is the "daddy" of so-called "right to work" laws. It was born in 1947. Millions on millions have been spent to keep it alive. Just about every time the voters have had any say, they've kicked it in the teeth.

It gives the scab a free ride at the expense of union members.

Now is the time to do away with this vulture. It has been a ball and chain on good union members long enough.

Write your Congressman and your Senators. Tell them you've had enough of this culture.



He won't die without your help!